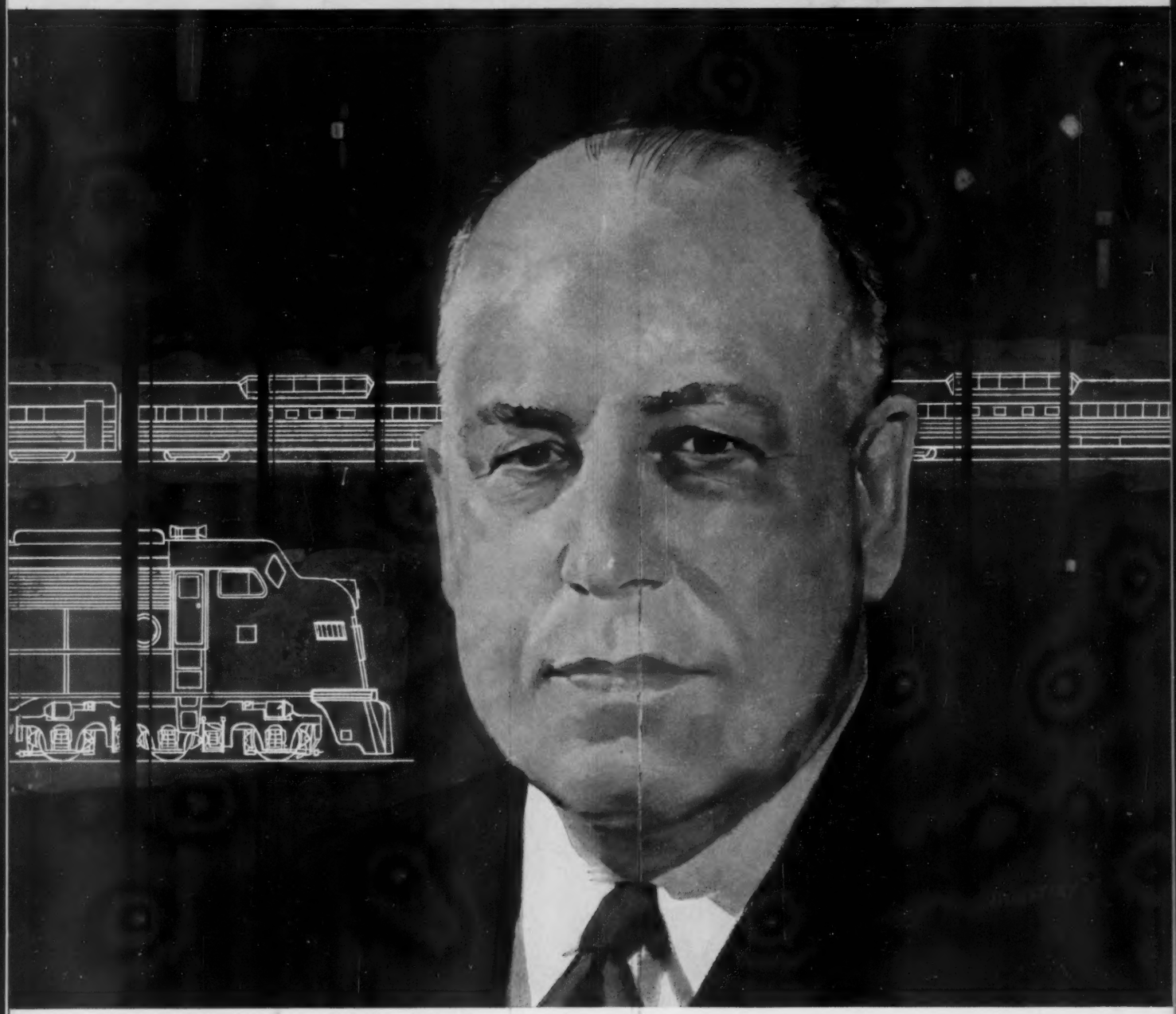
October 29, 1956

"Zephyrs" with "Slumbercoaches" Now . . . p. 24

RAILWAY AGE

THE INDUSTRY'S WEEKLY NEWSMAGAZINE



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"The Burlington believes in the future of railroad passenger service. We are convinced that with the growth of our nation the railroads will, with proper pricing and service, enjoy a volume of traffic that will enable the continuance of good, fast day and night passenger service between centers of population.

"Our confidence in the future is demonstrated by the introduction of new Denver Zephyrs featuring the newly designed SLUMBERCOACH and big Vista Domes—offering many innovations in passenger comfort."

Electro-Motive is proud to be associated with Burlington progress. As with their original counterparts, reliable, high-speed General Motors locomotives will haul the *new* Zephyrs.

ELECTRO-MOTIVE DIVISION · GENERAL MOTORS
LA GRANGE, ILLINOIS *Home of the Diesel Locomotive*
In Canada: General Motors Diesel Ltd., London, Ontario

AFTER MORE MILES . . .

There's more metal left on Armco Wheels

. . . LOOK UNDER YOUR CARS

It's easy to prove to yourself that there's more mileage in Armco One-Wear Wrought Steel Wheels. *Just look under your cars.*

Gaging will quickly show plenty of service metal left on Armco One-Wear Wheels with 15, or even as many as 20 years on the rails. Such service isn't the exception; it's the rule—and for good reason.

THEY'RE FORGED AND ROLLED

Forging and rolling refine the structure of special Armco wheel steel—give it greater resistance to wear, shock, and strain. These operations literally work extra miles into the wheels you buy—give you the greatest possible service for your wheel dollar.

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We'll be happy to give you full information about long-wearing Armco Wrought Steel Wheels. Just call our nearest sales office or write us at the address below.

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MINER CLASS CR-6-2

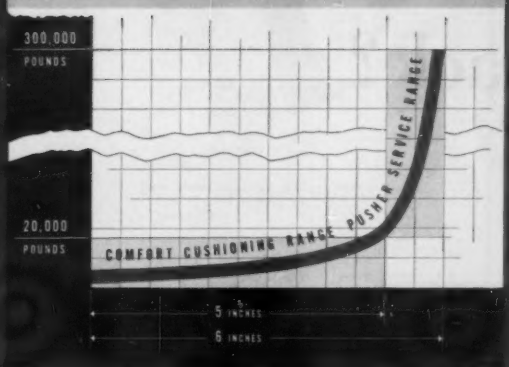
RUBBER DRAFT GEAR for CABOOSE CARS

The Ultimate in Comfort

Riding tests reveal the necessity of providing long travel soft-acting draft gear for the trainmen in the caboose. For the very first time such comfort and protection has been incorporated in a rubber draft gear for application to a 24½" gear pocket. The CR-6-2 Rubber Draft Gear has a total travel of 6" divided into two separate capacity ranges as shown on the diagram. The first five inches of travel is designed for personal comfort, and the final 1" high-resistance travel is provided for pusher service to protect the caboose and trainmen against shock.

For application, only a simple modification in the car structure is necessary—the distance from the face of the striker to the front lug is increased, and a longer shank coupler is utilized to permit the 6" travel.

PERFORMANCE CHART
CLASS CR-6-2



This gear was installed on thirty-five Western Pacific caboose cars recently built by International Railway Car Company.

W. H. MINER, INC., CHICAGO

Can you handle 60 to 90 trains a day on one track?

Maximum track capacity means different figures on different railroads —but there are several single-track C.T.C. installations in this country which have handled from 60 to 90 or more trains a day satisfactorily. In these cases, sidings are close together and traffic is fairly well distributed.

The important point to remember is this—*C.T.C. can get the most use out of every track.* If you have a two, three or four-track system, you may be able to eliminate one or more tracks with large savings in operating and maintenance expense. Track maintenance alone may range from $3000 to $5000 per track mile annually. This, combined with sizeable reductions in operating expense, can go a long way toward paying for a modern traffic control system.

The question, then, is: "How many tracks do you really need?" To help you solve this problem, Union Switch & Signal maintains a staff of experienced traffic control engineers. They will make a survey of your traffic conditions and give you an authoritative answer as to possible savings. Call our nearest office for details. There is no obligation.

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DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY
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RAILWAY AGE

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Workbook of the Railways

Vol. 141, No. 19
October 29, 1956

CONTENTS and

Week at a Glance

A permanent car-shortage solution . . .

. . . is vitally necessary, Commissioner Owen Clarke told the recent NASAB meeting in Los Angeles, where he assailed railroads and shippers alike for wasteful car distribution practices. . . . p.7

$500 million in added earnings . . .

. . . is available to railroads in the next five years if they adopt electro-motive's upgrading plan for 7,758 diesels now approaching general overhaul age according to General Motors, Vice-President, N. C. Dezendorf. . . . p.8

FORUM: Getting the facts . . .

. . . about railroad passenger service would reveal that much discouragement about the service's future arises from a belief that many existing practices are unchangeable—which is far from the truth. . . . p.23

New "Denver Zephyr" equipment . . .

. . . built by Budd and placed in service October 28 by the Burlington, is highlighted by "Slumbercoaches," an innovation in the railroad industry, and Vista-Dome cars. . . . p.24

Pullman-Standard's caravan . . .

. . . of its standardized basic freight car designs has completed a tour of nine key cities and will get a final showing in Birmingham, Ala., November 7-8. . . . p.29

"Grass roots" public relations . . .

. . . campaign of the Eastern Railroad Presidents Conference is creating the receptive climate needed if transport regulation is to be equalized by legislation. . . . p.30

PRR drainage standards . . .

. . . have been completely redesigned and the road has under way an extensive program of widening and deepening side ditches. Two grading outfits carry out the work at less cost than if under contract. . . . p.32

Current Statistics

Operating revenues, eight months	
1956	$6,954,232,982
1955	6,590,067,867
Operating expenses, eight months	
1956	$5,374,619,154
1955	4,968,039,671
Taxes eight months	
1956	$731,401,365
1955	719,134,174
Net railway operating income, eight months	
1956	$675,628,799
1955	732,614,139
Net income, estimated, eight months	
1956	$530,000,000
1955	579,000,000
Average price 20 railroad stocks	
October 23, 1956	99.37
October 25, 1955	91.65
Carloadings revenue freight	
Forty-one weeks, 1956	29,816,102
Forty-one weeks, 1955	29,550,509
Average daily freight car surplus	
Wk. ended Oct. 20, 1956	3,577
Wk. ended Oct. 22, 1955	2,180
Average daily freight car shortage	
Wk. ended Oct. 20, 1956	15,019
Wk. ended Oct. 22, 1955	21,542
Freight cars on order	
October 1, 1956	122,421
October 1, 1955	52,913
Freight cars delivered	
Nine months, 1956	47,897
Nine months, 1955	25,901
Average number railroad employees	
Mid-September 1956	1,041,404
Mid-September 1955	1,092,367

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Departments

Current Publications	44
Forum	23
Financial	34
Freight Car Loadings	9
Letters from Readers	16
New Equipment	9
Railroading After Hours	13
Railway Officers	34
What's News in Products	21

Week at a Glance CONTINUED

BRIEFS

Three-year wage settlement offered . . .

. . . to operating and non-operating employees would provide for a 12½-cent an hour wage boost this year and a 26½-cent total over the three years. The offer also contains a cost-of-living escalator clause and a three-year moratorium on wage and rules changes. Settlement on this basis could foreshadow another rate increase application.

Transcontinental "piggyback" . . .

. . . some stations taking New York rate to those taking San Francisco rate will be effective about November 1. Among participating carriers are the Lackawanna, Nickel Plate, C&NW, Santa Fe and Southern Pacific.

Truckers' gross topped $5½ billion . . .

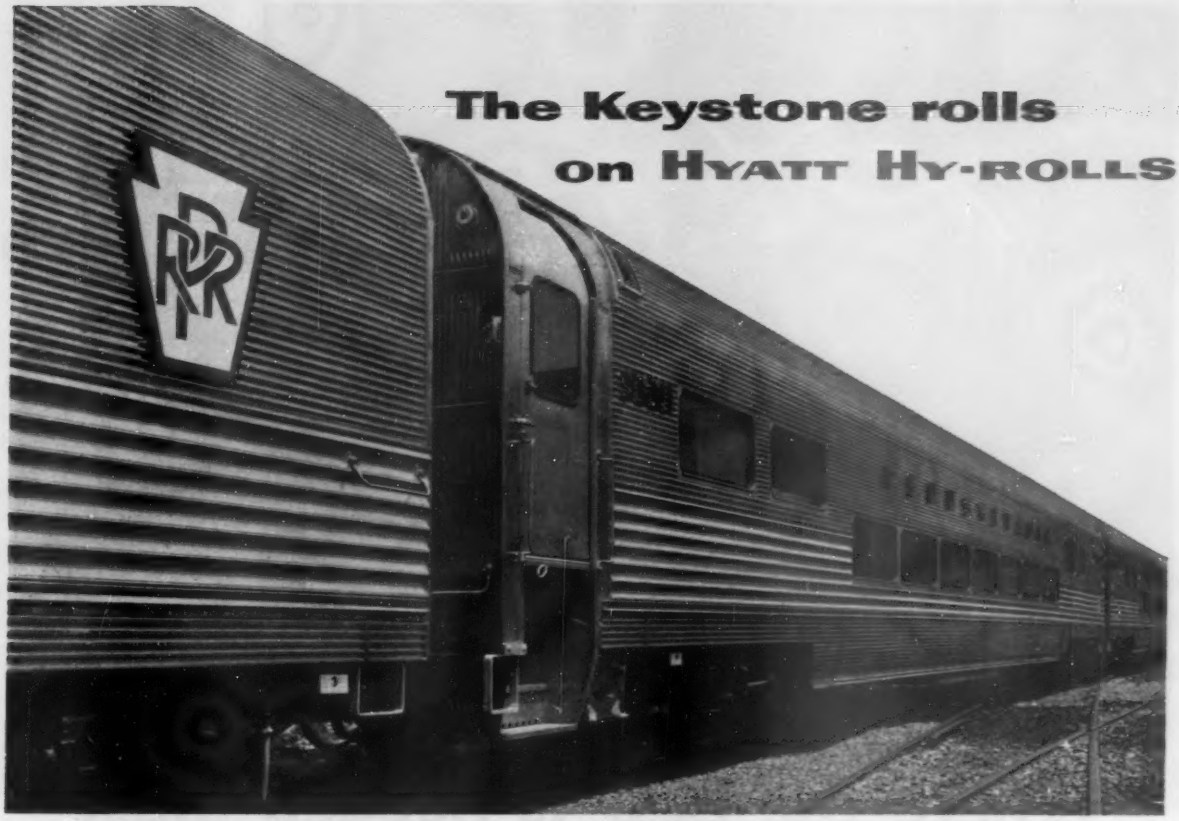
. . . in 1955, and was thus more than half what the railroad industry reported in freight revenue last year. The truck figure is an estimate made by the ICC's Bureau of Transport Economics and Statistics on a basis which included all 1955 revenues, both intercity and local, of all common and contract truckers subject to commission jurisdiction. The $5½ billion compares with a 1954 figure of $4.7 billion.

No more reports . . .

. . . will accompany ICC orders granting uncontested applications for authority to issue equipment trust certificates. This new commission policy, which will apply also to some cases involving note issues, contemplates that orders authorizing the proposed financing will now be more comprehensive, including findings and other pertinent pronouncements not embodied in orders which were supported by the discontinued reports.

Seven-months capital expenditures . . .

. . . of Class I railroads totaled $739.4 million, up 63.8% from the $451.4 million reported for the first seven months of 1955. Outlays for equipment, at $529.9 million, were up 79%, and expenditures for "road," at $209.6 million, were up 34.9%. July expenditures for equipment and road, respectively, were $78.6 million and $38.1 million—up 91.9% and 43.2% from July 1955.



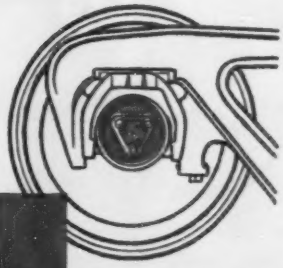
Pennsylvania's Revolutionary Tubular Train Gives Passengers a Smoother, Swifter Ride on Hyatt Roller Bearings with Free Lateral

Another GM contribution to railroad prosperity

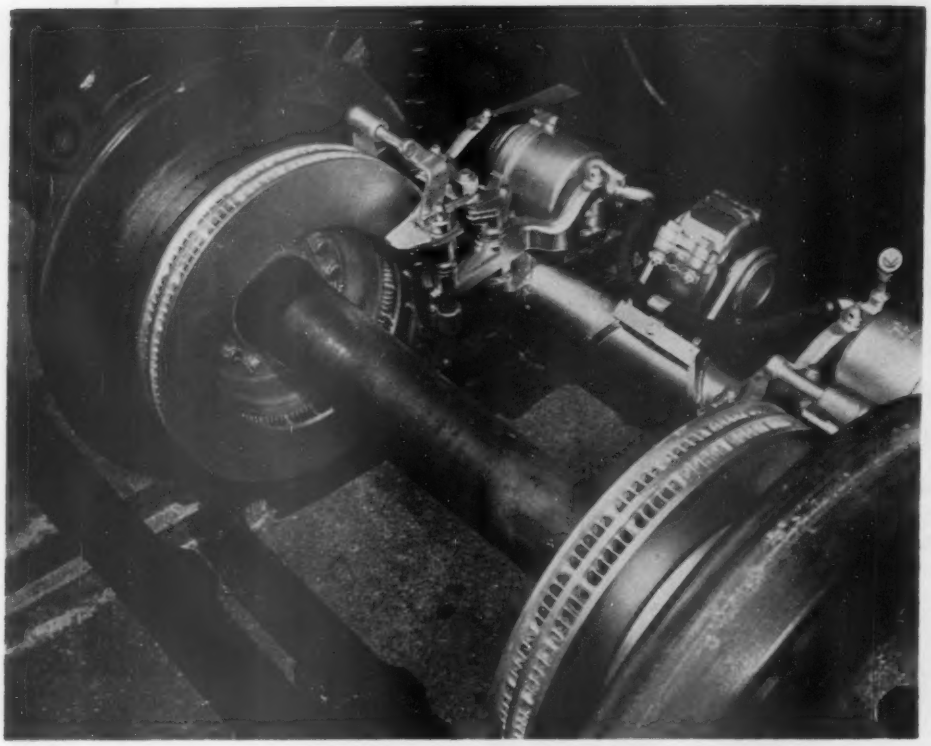
Smooth-running bearings free from lateral jolts and jars are *doubly important* on new high-speed, lightweight equipment. That's one vital reason why HYATT Hy-Rolls are used on the Pennsylvania's Keystone, which recently went into service on the New York-Washington run. Every one of the Keystone's stainless steel tubular cars rolls on passenger-type HYATT Hy-Roll Bearings with the famed *Free Lateral* feature proved superior in millions of miles of passenger travel.

Economy is another mighty good reason for using HYATTS. Their *straight cylindrical roller* design makes them easier and cheaper to install, inspect and maintain. That's equally true of the new simplified HYATT Hy-Roll for freight cars, already adopted by 27 leading lines. For better performance at lower long-run cost, be sure *all* your new rolling stock is equipped with HYATT Hy-Rolls. It pays! Hyatt Bearings Division of General Motors, Harrison, New Jersey.

Watch "WIDE WIDE WORLD" Sundays on NBC-TV



HYATT HY-ROLL BEARINGS
FOR MODERN RAILROADS



Close-up of Budd CF disc brake mounting (with Rol-Man components) on one of the 28 new cars of the Burlington's "Denver Zephyr."

Where the best is needed most

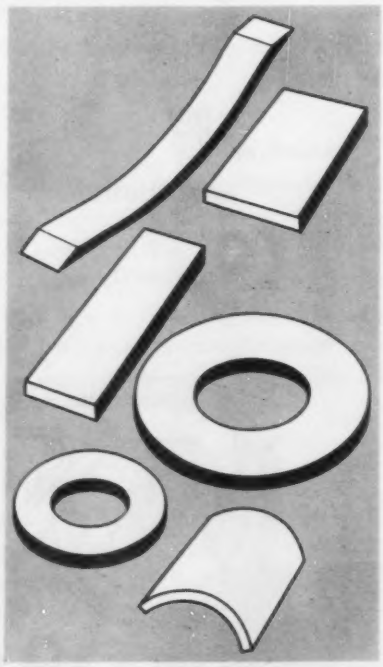
ROL-MAN is

Best for BUDD

who wanted the maximum in safety and service life in the connections of their new model CF disc brakes, and specified ROL-MAN parts.

Best for the BURLINGTON

whose brand-new "Denver Zephyr" cars, including four revolutionary "Slumber-coaches," are equipped with dependable, smooth acting Budd disc brakes, protected for long life with ROL-MAN parts.



ROL-MAN parts used in the connections of the Budd model CF disc brake.

Non-magnetic ROL-MAN gives, as no other metal does, the utmost protection against galling and scoring. Abraded metal from brake shoes, or other metallic particles, can't stick to ROL-MAN's non-magnetic, smooth, wear surfaces. Wherever unlimited endurance is essential, insist on ROL-MAN, the manganese steel which actually work-hardens under impact and pressure.

ROL-MAN

THE WEAR-HARDENING STEEL

MANGANESE STEEL FORGE CO.

Richmond Street and Castor Avenue, Philadelphia 34, Pa.

RRs AND SHIPPERS UNDER FIRE AS . . .

Clarke Hits Wasteful Car Usage

Delegates to the annual meeting of the National Association of Shippers Advisory Boards at Los Angeles, October 16-18, heard "an old and painful story."

Told by Interstate Commerce Commissioner Owen Clarke, it dealt with what he termed "the most critical problem" railroads face: "that perennial canker, the freight car shortage."

It is an issue that needs "a permanent solution," the commissioner declared, as he assailed railroads and shippers alike for practices that complicate car supply problems. He suggested that if conditions do not improve, the ICC may supplement its occasional "emergency" service orders by invoking penalty demurrage charges and continuing to seek the right to raise per diem penalties in times of shortages.

Tempering the general tenor of his address slightly, Commissioner Clarke noted that 1956 car shortages are below last year's, while the serviceable car fleet is growing. He also commended the NASAB for cooperation in improving car utilization but said that "all too many shippers still indulge in a variety of practices that are wasteful of car days and contribute materially to car shortages. Some refuse to accept the obvious fact that the only proper use of a freight car is for movement, and not for storage."

Mr. Clarke protested against industries holding cars overlong for billing or unloading and cited the "discouraging practice" of holding loaded coal cars at mines for "unconscionable" periods because the coal industry does not have storage facilities for temporarily unmarketable coal sizes. He assailed, too, the practice of fumigating grain after it has been loaded, because of the damage done to cars, requiring them to be idled for repairs.

"**Holding cars** for prospective loading, demanding slow schedules and circuitous routes, delaying in transit for sale or reconsignment, failing to unload dunnage and debris, and a multitude of other abuses, all tend to accentuate car shortages" and also help boost freight rates, the commissioner asserted.

Where four years ago 15% of cars were detained past free time, the figure now approaches 25%, he said, forcing the implication that "enough equipment would have been made available to wipe out the entire shortages last year if all cars had been released within the free time."

Railroads were not exempted from Mr. Clarke's attack, however, and he said that in the commissioner's view "they have wasted time and energy trying to take carloads of freight away from each other when they should have been directing their attention and abilities to the necessary task of improving the quality of the shipper's service."

"Typical" of such practices, Commissioner Clarke said have been "30-day slow schedules" from the west coast-inland which, "along with certain published out-of-line routes has merely served as an invitation to shippers to use freight cars for storage."

He said service orders 910, 912 and 914 had been issued to halt this and other railroad practices that were wasteful of freight cars.

Mr. Clarke noted that operating efficiency had improved recently but that "several carriers are still caus-

NASAB'S NEW OFFICERS include (left to right), first vice-president, R. E. Covey, American Sugar Refining Company; president, T. C. Burwell, A. E. Staley Manufacturing Company; and, secretary, W. C. Cole, Georgia-Pacific Corporation.

COMMISSIONER CLARKE (second from right), poses with (left to right), Col. R. S. Henry, AAR vice-president, public relations; R. G. May, AAR vice-president operations and maintenance department, and AAR President W. T. Faricy.

ing wasted car days by their entirely inadequate maintenance programs." He recommended steps to rectify the situation, stressing the need for rigid inspections.

"Little is gained," he said, however, "by rushing cars over the road if they are then buried in freight yards . . . Terminal delay is a wasteful disease that gnaws at the vitality of many railroads. Failure to promptly place and remove cars from industries, delays in forwarding loaded cars from terminals, failure to classify cars for loading before placing them at industries, holding an excess number of cars for local loading" are all "conditions within the exclusive control of the carriers and ought to be corrected," he said.

Despite all the ways to "exact greater use out of the present car supply," Mr. Clarke went on, "the undeniable fact remains that . . . there is not enought freight equipment to meet the increasing demands of commerce."

While railroads cannot be expected to meet all peak demands in full, he said, "serious and long, recurrent car shortages do pose a challenge which must be met soon. If car shortages occur almost yearly and can be predicted with some degree of accuracy . . . chronic failure to supply rail equipment" will force shippers "to other means . . .

"It is one thing for railroads to fail in meeting erratic peak car demands. But it is quite another to run through a large portion of the year with a car supply so tight that delays in furnishing equipment become almost the usual thing. The problem is one which the industry as a whole must cope with, not just individual lines. It will not be solved until every Class I railroad participates fully in a long-range program of car-building that will not only increase the size but will reduce the age of the present fleet."

But, he asked, is this likely to occur "so long as per diem rental is a costly penalty for roads which elect to build cars and a reward for those which fail to maintain adequate ownership?"

Mr. Clarke went on to say that any businessman "will rent, rather than own" if rental serves his pupose better, whether the article rented is "a tuxedo, a television set or a freight car. It is especially true during periods when the per diem charge is $2.40 and the amount which the car will earn is at least $15 a day."

Other speakers at the convention included AAR President W. T. Faricy, whose remarks were reported in Railway Age (Oct. 22, p. 13); R. G. May, AAR Vice-President, Operations and Maintenance Department; and J. W. Harley, traffic director, U.S. Rubber Company.

Savings Seen in EMD Upgrading

Dezendorf says locomotive conversion will add power, up return on investment

By rebuilding locomotives now approaching overhaul age, the nation's railroads can add $500 million to their earnings over the next five years.

That's the picture N. C. Dezendorf, general manager, Electro-Motive Division, General Motors Corporation, presented in a recent address to the New York Society of Security Analysts.

He said 7,758 of the 18,000 EMD locomotives now in service in the United States will reach major overhaul period in the next five years. The cost of remanufacturing these locomotives, he said, would be—at current prices—about $768 million. The return to the railroads on this investment would be a minimum of 12.5% annually, Mr. Dezendorf explained, or an approximate total of $200 million for the five-year period.

Added to this to give the $500 million, he said, would be an estimated $300 million in savings which would have been incurred in normal overhaul expenditures.

An additional feature of the EMD-rebuilt locomotives, he said, is that they contain all the advanced technology acquired since the locomotives were first built. Further, the General Motors vice-president said, the rebuilt locomotives have 1,750 hp, rather than the 1,300 hp of the original units.

An overhaul, Mr. Dezendorf said, "puts some miles back in with no additional power" while the EMD upgrading "puts all the miles back in, adds power and produces savings." Moreover, he said, 12 converted GP-9s can replace 16 of the original EMD units, permitting railroads to consolidate trains and achieve additional operating savings.

As to purchasing new units rather than rebuilding or converting old ones, Mr. Dezendorf said the EMD upgrading can be done for $40,000 under the purchase price of an equivalent new unit.

He said that the prevailing "tight money" conditions have not slowed diesel-buying seriously, noting that the company is booked to capacity through 1957. He commented that the converted GP-9s are, in his opinion, "better security," when the price is considered, than a new locomotive.

Going on, he said that complete dieselization is "almost an accom-

(Continued on page 10)

Honorary Farmer

John P. Derham, Jr., (right), vice-president of the Seaboard Air Line, receiving the degree of Honorary American Farmer of the National Association of Future Farmers of America from association's president, Dan Dunham. Mr. Derham was cited for "the excellent cooperation you and your company have been giving to the Future Farmers of America for more than two decades." Presentation was at the association's recent annual convention in Kansas City, Mo.

RAILWAY MARKET OUTLOOK THIS WEEK

a RAILWAY AGE Workbook Page

Carloadings Up.—Loadings of revenue freight in the week ended October 20, 1956 totaled 828,741 cars, the Association of American Railroads announced on October 25. This was an increase of 5,534 cars, or 0.7%, compared with the previous week; a decrease of 337 cars, or 0.04%, compared with the corresponding wek last year; and an increase of 82,796 cars, or 11.1%, compared with the equivalent 1954 week.

Loadings of revenue freight for the week ended October 13 totaled 823,207 cars; the summary compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, October 13

District	1956	1955	1954
Eastern	129,553	130,796	109,729
Allegheny	149,930	151,587	123,638
Pocahontas	66,186	63,881	53,172
Southern	133,371	133,486	123,350
Northwestern	142,956	142,845	114,009
Central Western	140,260	139,063	138,626
Southwestern	60,941	59,920	58,812
Total Western Districts	344,167	341,828	311,447
Total All Roads	823,207	821,578	721,336
Commodities:			
Grain and grain products	56,236	58,263	49,517
Livestock	15,168	14,643	16,887
Coal	144,579	136,773	127,032
Coke	12,218	12,844	9,019
Forest Products	46,864	44,876	45,215
Ore	86,765	80,935	48,715
Merchandise l.c.l.	62,753	65,180	64,194
Miscellaneous	398,622	408,064	360,757
October 13	823,207	821,578	721,336
October 6	815,004	801,539	702,910
September 29	831,438	815,535	721,643
September 22	822,255	813,720	710,215
September 15	820,666	817,234	711,228
Cumulative total, 41 weeks	29,816,102	29,592,509	26,699,366

In Canada.—Carloadings for the seven-day period ended October 7 totaled 94,633 cars, compared with 105,292 cars for the previous nine-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 7, 1956	94,633	27,870
October 7, 1955	92,085	34,120
Cumulative Totals:		
October 7, 1956	3,403,572	1,328,720
October 7, 1955	3,103,988	1,248,313

New Equipment

FREIGHT-TRAIN CARS

► *Santa Fe.*—Ordered 25 95-ton ore cars and 25 mechanical refrigerator cars from company shops at Topeka, Kans., and Wichita.

LOCOMOTIVES

► *National of Mexico.*—Ordered ten 1,980-hp diesel-electric road units, General Electric; units, to cost $1,943,590, are most powerful of universal standard line recently developed by GE's locomotive and car equipment department for export, and will be delivered in about a year.

► *Nine Months' Installations Total 1,125.*—AAR reports new locomotive units installed by Class I railroads in first nine months of 1956 totaled 1,125 (all diesel-electrics), compared with 776 diesel-electrics and 10 electrics in comparable 1955 period; September installations alone totaled 93 (all diesel-electrics), compared with 85 (also all diesel-electrics), in September 1955; units on order October 1 for Class I roads totaled 737 (710 diesel-electrics, 15 gas turbine-electrics, 12 electrics), compared with 816 units (804 diesel-electrics, 12 electrics), on order October 1, 1955.

PASSENGER-TRAIN CARS

► *Canadian National.*—Ordered two coaches, two baggage cars and one dining car, National Steel Car, for service in Newfoundland; delivery of the 3-ft-gage cars is expected late in 1957.

► *Chicago & North Western.*—Announced plans for immediate purchase of two streamlined passenger trains, contingent on savings to be realized from wholesale revision of its Wisconsin passenger-train service.

New Facilities

► *Canadian National.*—Has given name "Place Ville-Marie" commemorating first community on site of present-day Montreal, to central area of its 23-acre terminal development in Montreal. Webb & Knapp (Canada) is to draw up master plan for entire project, and, under present plans, will lease 4.4 acres surrounding CNR's plaza on which to erect office buildings.

► *Great Northern.*—Directors have approved work program for 1957 comparable to this year's $28-million program, including improvements to track, bridges, buildings and equipment, and acquisition of specialized freight cars and machinery.

► *National of Mexico.*—The Export-Import Bank has authorized a credit of $23,260,000 to further a rehabilitation program now under way. The credit is to enable National to purchase equipment and services in the United States. Half is expected to be spent for the purchase of diesel-electric locomotives, and the balance for rails, accessories, switches, communication equipment and electrical supplies.

(Continued from page 8)
plished fact" and that, with steam locomotives in service now down to 3,500, all railroads are forwarding plans for retirement of steam units. He reported also that over a third of EMD's business this year was from railroads which considered themselves 100% dieselized three years ago.

Turning to development of gas turbine-electric locomotives, Mr. Dezendorf stated that, in answer to a question, with the turbine thermal efficiency being only 14% compared with a diesel's 36%, "the arithmetic of the thing isn't at all encouraging." He said EMD is still going ahead with research on the turbine and that its potential is improving with advances in metallurgy.

Will T-O-F-C Solve Damage Problem?

Experience with piggyback indicates it, or subsequent developments of it, can reduce claims as such containers appear to absorb shock

The railroad loss and damage problem will largely disappear when the box car fleet is replaced by "some sort of piggyback or demountable container service," according to A. M. Ribe, traffic consultant.

Speaking before a recent joint meeting in Birmingham, Ala., of the Southeastern Railroads Claim Conference and the Committee for Prevention of Rough Handling, Mr. Ribe described piggyback service as offering a way to "an ultimate solution" of the loss and damage problem. "Reports we have received from almost every railroad operating piggyback indicate they do not have the damage in piggyback transportation that they do on shipments loaded in rail cars in the conventional manner."

"This indicates to me," Mr. Ribe said, "there is a good likelihood that wherever there is a separation, no matter how small, between the chassis of the freight car and the body or vehicle in which the commodity is transported, the lateral shock from a too fast coupling, or from slack action in the train, or any other cause, is absorbed by the railroad car chassis or the body itself and not transmitted to the contents of the container or truck."

"I think the next great revolution in railroading is going to be the replacement of most of the box car fleet with some sort of piggyback or demountable container operation," Mr. Ribe continued. "I visualize the day when [demountable] 'merchandise units' will be handled by special trains of about 40 or 50 cars equipped with high-speed bearings and, perhaps, with rigid coupling devices."

There will be no terminal switching at the intermediate points or at either end of the line on this type of train, Mr. Ribe explained. At intermediate points the train will simply pull into a track in the yard at each major terminal just as a passenger train pulls into the loading and unloading ramp at a passenger station.

"With side loading and unloading the 'merchandise units' can be picked out from any spot in the train or loaded to any empty spot in the train in a matter of a few minutes. At larger terminals the transfer between flat car and truck trailer will be electronically controlled by one man in a glassed-in tower," he said.

"At both ends of the run the locomotive will simply be un-hooked from the headend and transferred on a run-around track to the other end and the train will be ready to take off again as soon as incoming 'merchandise units' are unloaded and the outgoing 'merchandise units' are loaded. Service to and from outlying points within 100 to 200 miles will be by joint rate and route arrangements with motor carriers certi-

B&O's Diesel-Car Train Features Dining Facilities

The Baltimore & Ohio's "Daylight Speedliner"—actually two trains each consisting of three rail diesel cars built by the Budd Company—began regular service October 28 in both directions between Philadelphia and Pittsburgh, via Washington, D.C. The operation marks the first time that full dining facilities (above), have been installed aboard an RDC. The dining space and galley on each train is in a standard RDC-2, which also contains a 17-ft baggage-luggage space and rotating-reclining seats for 24 passengers. Similar seats for 90 persons are provided in each of the other two cars—RDC-1's—on each of the trains (Railway Age, Sept. 24.)

ficated to serve the outlying points."

"Of course," he explained, "heavy bulky materials now moving on flat cars, in covered hoppers, open hoppers and gondolas will continue to be handled in the conventional manner through the new yards, with distribution in conventional railroad service to the industrial plants in metropolitan centers and to outlying areas."

ICC Seen Testing Rates By Cost Showing Only

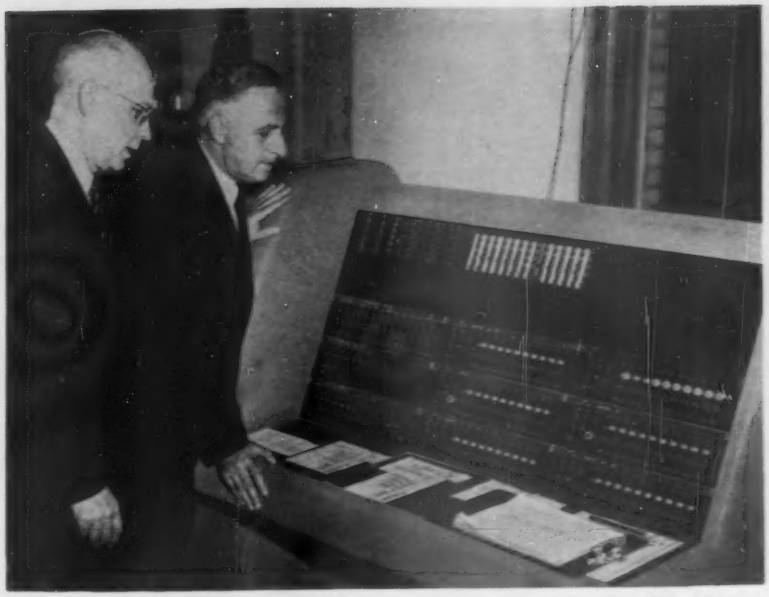
Interstate Commerce Commissioner Murphy is concerned because he feels that a majority of the commission "is tending to establish the use of cost data as a *sine qua non* test" of the reasonableness of competitive rates.

Mr. Murphy expressed this view in a dissent to a commission decision (in I&S No. M-8139) condemning motor carrier tariffs which proposed to cut truckload rates on plastic tile moving from Jackson, Miss., and New Orleans, La., to points in Southern territory. The truckers undertook to justify the tariffs by showing that they were designed to accord plastic tile the same rates as those applicable on asphalt tile.

The commission majority noted the failure of the truckers to introduce cost evidence to show that the proposed rates would be reasonably compensatory. Merely to show that they would be on the asphalt-tile basis did not suffice, it said.

As Dissenter Murphy read pertinent decisions of the past, they added up to a holding that cost data "are helpful, but . . . not essential" where compensativeness "may be presumed from all the circumstances." That was the situation in the present case, he said.

He went on to cite the commission's presentation in opposition to the railroad industry's rate-freedom program, as embodied in the proposal to incorporate "three shall-nots" into the Interstate Commerce Act's rate-making rule. The proposed change, which was among recommendations of President Eisenhower's Cabinet Committee on Transport Policy and Organization, would prohibit the commission from considering the effect of a proposed rate on a competing agency of transportation.



NYC's Electronic Car-Reporting Is Systemwide

The Detroit Service Bureau, last of four designed to give almost instantaneous information as to the whereabouts of a freight shipment on the New York Central, recently was placed in operation. The three other bureaus are in New York City, Cleveland and Indianapolis. Placing the Detroit bureau in service gave the NYC a systemwide electronic car-reporting network. Alfred E. Perlman (right, above), NYC president, and E. C. Johnson, general manager of the road's Northern district, are shown inspecting the console of the Detroit car-reporting machine.

The commission's opposition presentation was made in a July 20 letter to the House Committee on Interstate and Foreign Commerce. As Mr. Murphy recalled, the commission advised the committee that, if the "shall nots" were inserted in the rule of rate-making, the commission "would be limited to one test in determining the reasonableness of rates —whether the rate is compensatory." The committee was also advised of the commission's conviction that this "would be highly impracticable and inimical to the maintenance of a sound transportation system."

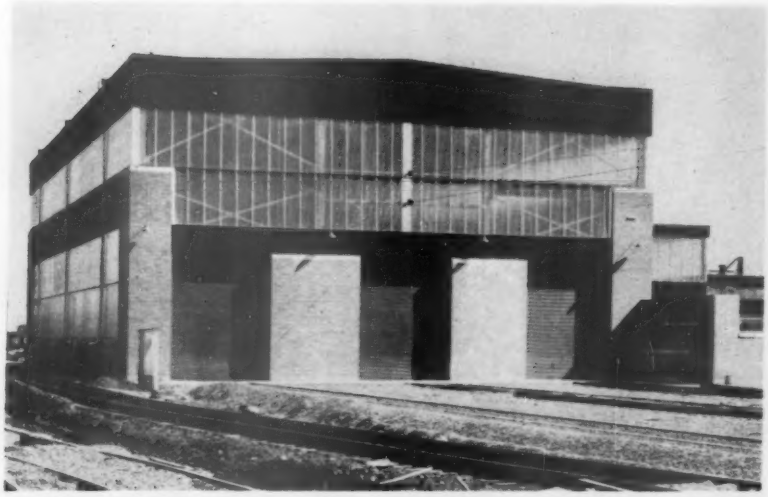
All of which prompted Mr. Murphy to make this observation: "If the consensus of the commission is that legislation limiting the commission to a single test would be harmful, will not the same result follow from the commission adopting the single standard of its own volition in setting up the instant case as precedent? As I view this proceeding, the respondent has met every test except that it has failed to submit cost data showing the rate sought to be compensative. Compensativeness may be presumed from the other facts of record."

RR Policy Lacks Direction—Brown

President Warren Brown of the Monon addressed the Pensacola Traffic & Transportation Club on October 17—and took as his theme the "Forum" article in Railway Age of October 8, which discussed advertising to support railroad public relations policy.

Mr. Brown said that our article made "one fundamental mistake"—in that it implied criticism of railroad public relations officers for lack of coordination of their activities. "The simple fact," he said, "is that coordination is missing in railroad public relations because there are no coordinated decisions to expound.

"If railroad public relations and railroad advertising lack (as they certainly do) coordination, direction



Circle Squared in New PRR "Roundhouse"

Replacing old engine house and shops at Trenton, N.J., new "squarehouse" (above), for inspection and maintenance of diesel and electric locomotives has been placed in service by the Pennsylvania at Morrisville, Pa. Built at cost of $1,500,000, the new engine house can accommodate nine switch engines simultaneously. Large factor in moving across Delaware river from Trenton site, now made available for industrial development, was desire to escape "New Jersey's confiscatory tax on railroad properties."

and purpose, it is because railroad policy lacks coordination, direction and purpose. On something as simple as the 'three shall nots' we have yet to come to industry-wide agreement. We are not in complete agreement about the fact that railroads should have the right to provide other kinds of transport.

"The policy program which the railroad industry needs at the policy level contains four basic elements:

"1. The railroad industry must *realize* that, based on 1956 conditions, regulation is as obsolete as the history of regulation is ridiculous; 2. The railroad industry must *agree* on what it thinks the country should have in the way of changes in regulation and procedure to bring about an adequate transportation system; 3. The railroad industry must *communicate* these conclusions to the American people; and 4. The railroad industry must *decide* to spend enough money to communicate the conclusions.

"I think that those of us in traffic and transportation can become more important people in the scheme of the national economy if we cast aside the ideas of the past and realize that a completely new philosophy should be introduced into transportation," Mr. Brown told the meeting. "I believe that the railroad industry must lead that fight, and once it begins to lead that fight, I believe that you will wish to join strongly in the effort, which will bring better transportation at lower cost, and a healthier transportation industry."

Supreme Court Takes Strike-Ban Cases

The United States Supreme Court has agreed to review two cases which involve the question of whether the Norris-La Guardia Act deprives federal district courts of jurisdiction to issue injunctions prohibiting railroad employees from striking to settle cases not passed upon by the National Railroad Adjustment Board.

The cases came to the Supreme Court from lower courts which made different rulings. In one case—No. 84, Central of Georgia *v.* Brotherhood of Railroad Trainmen—the lower court held that the Norris-La Guardia Act was controlling, and thus an injunction could not be issued. In the other—No. 313, Brotherhood of Railroad Trainmen *v.* Chicago River & Indiana—the lower court ruled that an injunction could be issued.

Tariff-suspension procedures of the Interstate Commerce Commission are at stake in another case which the Supreme Court has agreed to review. It is U.S. and ICC *v.* Amarillo-Borger Express, Inc., et al., appellees being truckers competing with the railroads involved.

The lower court set aside an ICC order that vacated a previous commission order which had suspended reduced rates on carbon black, published by western and southwestern railroads. Relying on the Administrative Procedures Act, the court held that the commission was required to make formal findings supporting the vacating order. The commission has advised the Supreme Court that such a requirement would make it impossible to act on suspension matters with necessary expedition and create a burden out of proportion to the "tentative character" of determinations on such matters.

Car Supply Efforts Need RR-Shipper Unity

Technique and technology are not sufficient in themselves to solve recurring car shortages, T. F. Schaekel, manager, car service records, Pennsylvania, told the New York Railroad Club, October 18.

What is needed additionally, he said, is to develop cooperation between railroad management and the railroads' customers in overcoming a problem whose solution would be beneficial to both of them.

Among the difficulties encountered in achieving adequate car distribution, he said, is a lack of adequate communications by which needed information on each car could be passed on to a central point from which authoritative distribution orders could be given.

Other speakers at the meeting, which was conducted by the Railway Systems & Procedures Association, incuded R. E. Hoyne,, executive director, RSPA, B. E. Wynn, controller, Western Maryland, and J. W. Milliken, director of research, Railway Age.

Baltimore Ore-Rate Basis Extended to New York

The Baltimore basis of rates on imported iron ore has now been ex-

tended to New York. The extension was authorized by the Interstate Commerce Commission in a report on further hearing in the case (I&S No. 6074) wherein the prior report, made by the commission's Division 2 in February 1954, gave the Baltimore basis to Philadelphia.

Meanwhile, the commission refused to extend the parity plan to Boston, and that drew a dissent from Chairman Arpaia. He would have equalized the rates at all four ports.

Another separate expression, dissenting-in-part, came from Commissioner Freas, who agreed with the exclusion of Boston but objected to the majority's ruling as to New York. He would have kept that port on a differential basis, too. Commissioners Mitchell, Murphy and Minor joined in the Freas expression, while Commissioner McPherson did not participate in the case.

The traffic at stake is imported iron ore moving from the ports to the Wheeling, Steubenville, and Youngstown steel-producing areas. The $2.71-per-ton rate to Youngstown is given in the commission's report as an example of the parity basis which has now been extended to New York. Prior to the decisions in this case, the rates from Philadelphia and New York were higher than those from Baltimore.

Lake-Port Car Order Won't Be Vacated

The Interstate Commerce Commission has denied petitions which sought public hearing with a view to vacation of Service Order 914. That order, issued by the commission last June, prohibits railroads from granting more than two days free time on cars of export freight (except coal, coke, bulk grain, flaxseed, and soybeans) held for unloading at Great Lakes ports.

The unsuccessful petitioners included the states of Michigan, Minnesota and Wisconsin, and interests representing lake ports.

The commission's denial order said that issues similar to those raised in the petitions are involved in a pending complaint case, No. 32023, and that the petitioners would thus have an early opportunity to state their case.

Railroading

After Hours

Zulus and Shoo-flies

From California E. E. Brockman, general freight agent of the Santa Maria Valley, has sent me a page from the Consolidated Freight Classification, defining the "zulu"—officially designated as "Emigrant Moveables." The rating seems to cover about any used household or barnyard gear that a farmer would want to move. And, if there's livestock, then "one man in charge will be carried free in the car."

We know what a zulu is, all right, but how did he get such a name hung on him? And, another curious term: where did "shoo-fly" come from? Shoo-fly (in the railroad meaning, a short stretch of track around an obstruction) is a legitimate dictionary word, but with no derivation given.

Fast Ride for Munitions

President Champ Davis of the ACL has shown me the performance record on a recent movement of several carloads of ammunition, over a distance of 3,000 miles—a little over one-fourth of the haul being over the Coast Line. The average time of the entire movement, terminal time included, figured out at about 30 mph which certainly is pretty good freight service—while the Coast Line's part of the haul averaged out at 46.6 mph.

by James G. Lyne, Editor, Railway Age

"The Company"

I am not going to fall into the habit of printing poetry in this corner—but the piece that follows is exceptional, ably expressing a constructive attitude of a railroad employee toward his company. The author is C. P. Skilton, street gate maintainer for the D&H and a member of the Brotherhood of M of W Employees.

A NAMEPLATE ON THE DOOR

"The Company!" they said and scoffed
In a slurring sort of way.
"The Company!—which sucks the blood
Of serfs of common clay."

"The Company! Without a heart,
On whom the riches pour.
'The Company!', a soulless thing
—A nameplate on a door."

But when I came to sum it up,
I found such talk was rant.
"The Company," is formed of men
Who're not intolerant.

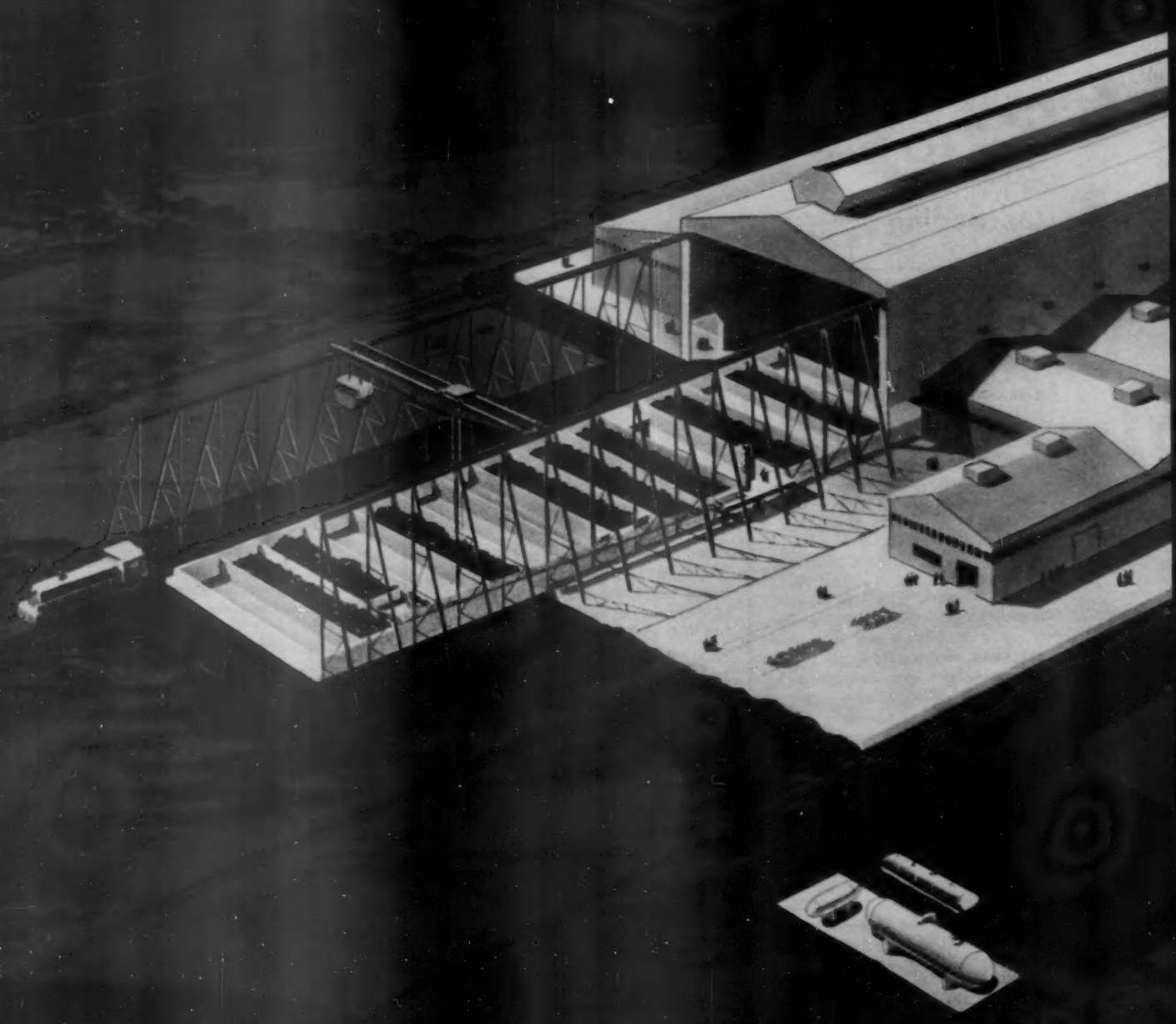
From water-boy to president,
Each has his load to bear.
We all are cogs of one machine,
Each is a "Company" heir.

The trackman tamping up the ties,
The draftsman at his board,
The "brass hats" planning, miles ahead,
—Each earns his own reward.

"The Company" is not a room
—Nor just a favored few.
"The Company" is formed of men
The like of me and you.

So, when we strive to do our best
—Prove worthy of the corps,
"The Company"—conveys more than
—A nameplate on the door.

The Plant that ACCEPTANCE built!



GRIFFIN WHEEL PLANT • COLTON, CALIFORNIA

Complete plant and office facilities to meet the needs of West Coast railroad shops.

The proof of a new product is in its *acceptance*—and to date the new Griffin EQS steel wheel is rolling under the freight cars of 67 railroads and private car lines in the United States and Canada.

Griffin's answer to this ready acceptance by the railroads of the new EQS wheel is the construction of this newest and most modern steel wheel plant at Colton, California, scheduled for completion early in 1957.

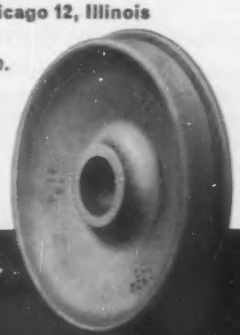
Longer wheel life—better wear—greater uniformity and closer tolerances. Find out how these advantages of the new Griffin EQS give you a higher return on your wheel investment.

GRIFFIN EQS

ELECTRIC QUALITY STEEL

GRIFFIN WHEEL COMPANY
445 N. Sacramento Blvd., Chicago 12, Illinois

In Canada:
GRIFFIN STEEL FOUNDRIES, LTD.
St. Hyacinthe, Quebec



Give the "green" to GRIFFIN and watch your costs go down!

FROM: Readers
TO: The Editor
ABOUT: The Centennial Issue of Railway Age

Congratulations and best wishes to Railway Age on the occasion of its Centennial.

For exactly forty years I have been a constant reader of Railway Age. It has been part of my education in railroading and I can commend it to all young men in the railroad business who strive to keep abreast of what is going on in the railroad world. Its editorial policy of offering constructive criticism to the industry whenever it is called for is one that carries out the highest traditions of the publishing business.

With best wishes for continued success during the next hundred years.

WILLIAM WHITE
President,
Delaware & Hudson

I was honored to have the privilege of contributing an article to this issue. It is an excellent one and I have found it very interesting and informative.

WILLIAM T. FARICY
President
Association of American Railroads

The plaudits paid to the railroads are well-deserved and the manner of presentation certainly leaves nothing to be desired. I congratulate you upon the service rendered through your publication.

T. C. BURWELL
Vice-President
A. E. Staley Manufacturing Company

I wish to congratulate you and your staff . . . The recent Centennial Issue was a masterpiece.

FRANK W. LAMPTON
Vice-President and
General Sales Manager
Hunt-Spiller Manufacturing Corporation

. . . Truly overwhelming. It was good that we could be of some service in the development of what will stand, I am sure, as a landmark in the telling of the story of railroads.

ROBERT S. HENRY
Vice-President
Association of American Railroads

Congratulations . . . A magnificent piece of work and an outstanding contribution to the railroad industry. I know that it took a lot of time and effort as well as creative ability to put together such a splendid edition. You and your associates deserve the thanks of all of us in the railroad industry.

J. B. SHORES
Director, Employe-Public Relations
Texas & Pacific

Congratulations . . . A first-class job with some exceptionally interesting articles . . . It is an issue which I am very glad to have and to keep in my library.

HERBERT ASHTON
Director, Transportation and
Utilities Division
U. S. Department of Commerce

Congratulations . . . The articles were indeed interesting and educational and you and your staff are to be commended for such a fine issue.

DWIGHT A. FAWCETT
Resident Vice-President
New York Central

The Railway Age has been in circulation one hundred years, and it so happens that I have been one of its readers for at least 50 per cent of that time, and can truthfully join with many other readers in saying that it is regarded as "the railroad man's Bible," from a secular standpoint, of course.

ROBERT SCOTT
Director, Department of Safety
and Insurance
Atlantic Coast Line

You and your associates must be very proud of your Centennial Issue, and you surely have a right to be. It shows real creative imagination.

The editorial matter is excellent, and the advertisements are too. I never saw so many individualized advertising messages. They are a great tribute to the publication.

GEORGE M. CROWSON
Assistant to the President
Illinois Central

Beautifully printed and most interesting . . . I find it more interesting than some, of course, since railroading has a place very close to my heart and deep in my affection. Some of my early years were spent as a railroad section hand and telegrapher. Those years are among my most precious memories and will never be forgotten.

EDWIN C. JOHNSON
Governor of Colorado

Only today have I had an opportunity to really go through your Centennial Issue and I hasten to write you this little note of congratulations, good wishes, and all of that. It is beautifully done.

With kind regards and thanking you for all that you have done and continue to do for the good of an industry where I have spent my life, I am

FRED G. GURLEY
President
Santa Fe

A fitting milepost to mark the completion of your first 100 years and the beginning of your second 100 years. I can well imagine what a task it was to compile and publish this particular issue.

You may be sure I read the issue from cover to cover with its fascinating review of Railway Age ancestry and the challenging forecast of what lies ahead for the railroads in the transportation field. The issue is packed with interesting and informative material.

F. S. BAIRD
Vice-President
Norfolk & Western

The governor was enjoying it over his second cup of coffee this morning.

ROBERT S. HUGHES
Executive Assistant to the
Governor of Nevada

Heartiest congratulations to you and your staff for such a fine issue. The choice of articles is exceedingly exemplary. The advertisers too have done a fine job.

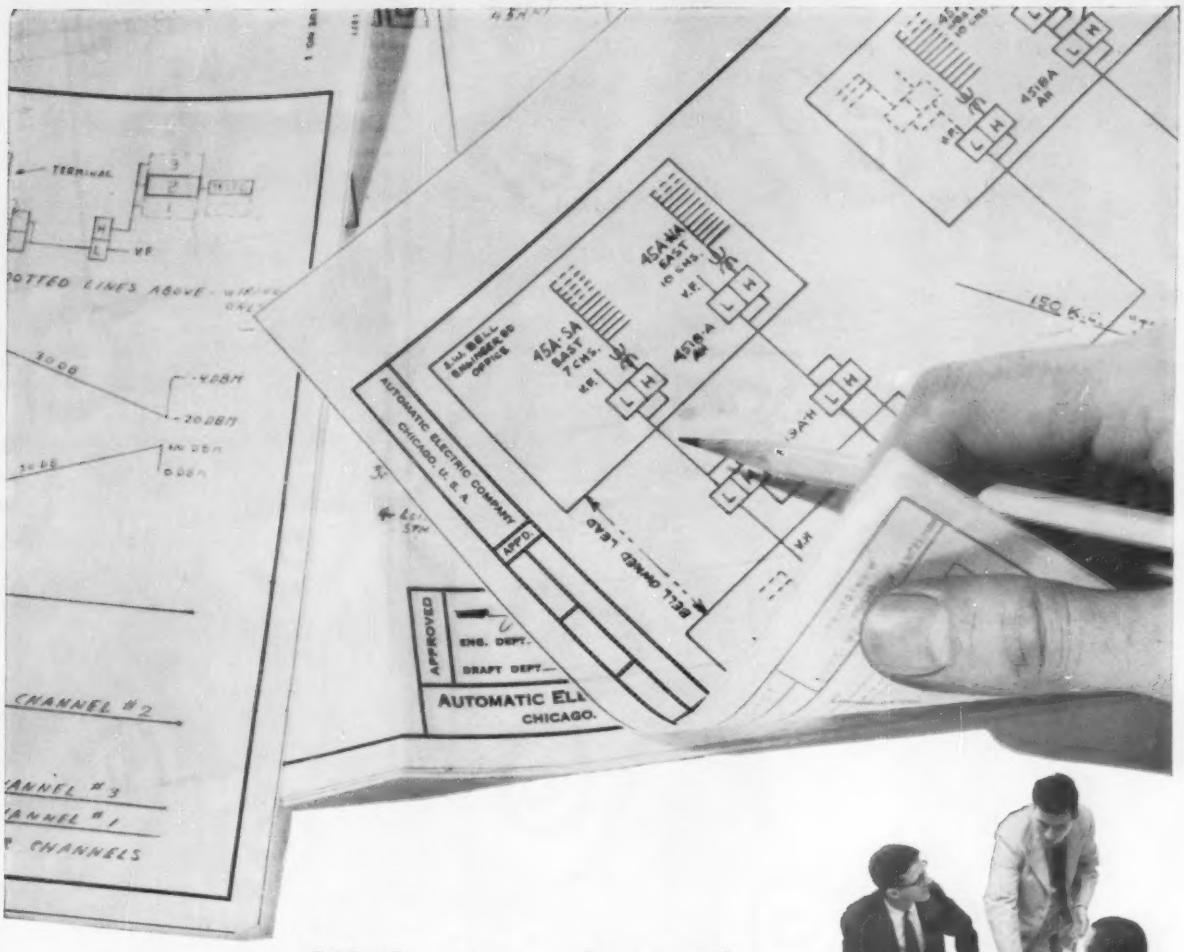
All in all, this issue is a fine tribute to Railway Age.

WALTER R. RENZ
Secretary and Treasurer
American Railway Car Institute

I want to commend the achievements of the paper and its outstanding contribution toward the progress of the railroad industry during the past hundred years.

The anniversary publication is, indeed, revealing and contains a rich comprehensive storehouse of information.

A. L. SHERRY
Perishable and Live Stock Agent
Baltimore & Ohio



Lift the mystery from carrier

with Automatic Electric's **"PACKAGE PLAN"**

Automatic Electric's "Package Plan" makes it easy for you to add carrier equipment in providing the circuits you need, without overloading your engineering and installation staff.

Combined in this "Package Plan" are Lenkurt's "Engineer, Furnish and Install" Service and Automatic Electric's "Follow-Thru" Engineering. Together, these services are all that's required to handle your job—and do it economically.

SPECIFICALLY, HERE'S WHAT WE DO—

Analyze Your Needs. Automatic Electric's "Follow-Thru" engineers study your communications problem and give you a complete over-all plan. If rearrangements are necessary in your present equipment, outside plant, or circuit layout, the most economical way is suggested. The correct carrier equipment for each specific part of the plan is recommended—*and you are told why.* The resulting circuits will function as an integral part of your over-all operations—not as an accessory that is "grafted on" as an afterthought.

Engineer, Furnish, and Install. Each carrier system is engineered to your requirements, pre-assembled, wired and tested by Lenkurt, using the most modern and precise techniques. Lenkurt "E F & I" technicians handle all the details of installation and turn the system over to you, ready to "cut over" for service on the promised date.

Train to Operate and Maintain. Lenkurt engineers will train your men to operate Lenkurt equipment right on the job. They furnish detailed equipment bulletins, line-up and operating instructions, and maintenance techniques.

"Follow-Thru" Engineering always available. Automatic Electric's "Follow-Thru" Engineering Service does not stop with the planning stage, or even with the cut-over; it is available *throughout the life of your Lenkurt Carrier.*

A letter or call will bring an Automatic Electric carrier engineer with all the facts on our "Package Plan". *Write or call* Automatic Electric Sales Corporation, 1033 West Van Buren Street, (HAymarket 1-4300), Chicago 7, Illinois. *In Canada:* Automatic Electric Sales (Canada) Ltd., Toronto. *Offices in principal cities.*

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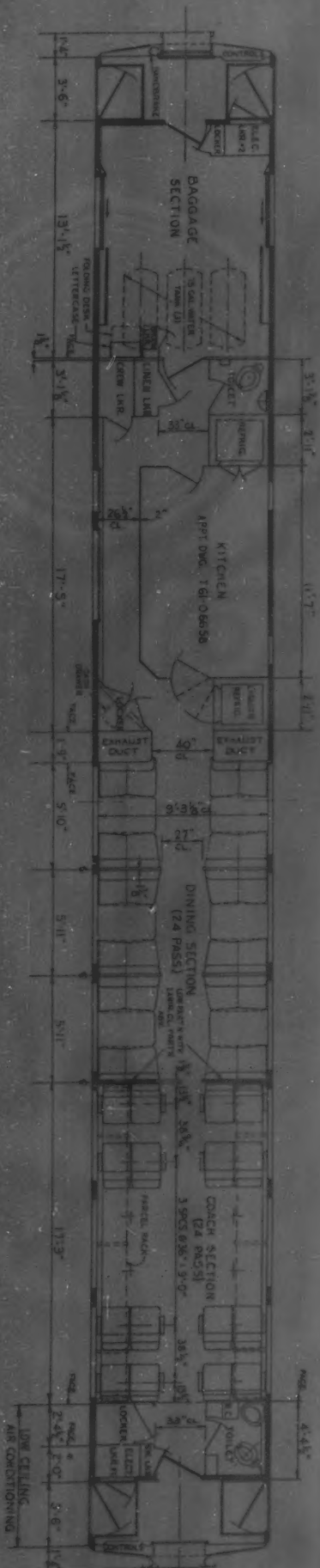
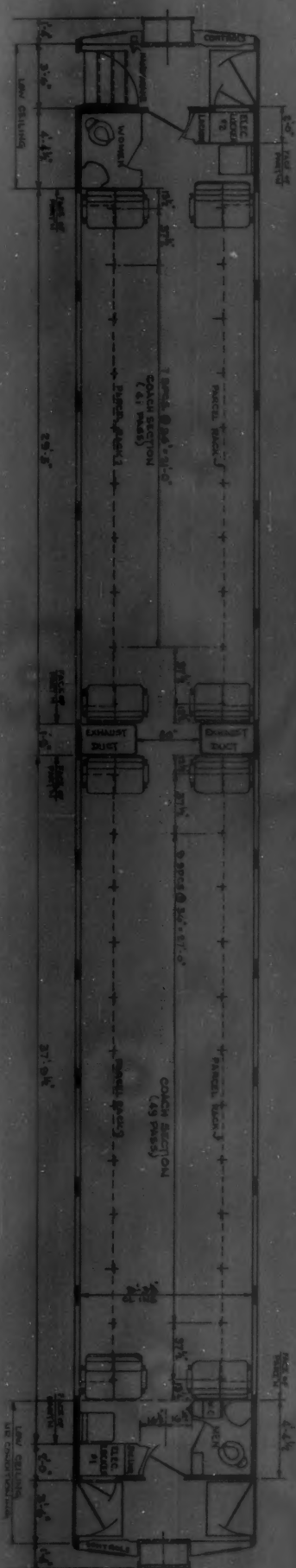
Originators of the dial telephone • Pioneers in automatic control

GENERAL TELEPHONE SYSTEM

BAGGAGE-DINER-COACH



COACH RDC-1



two 3-car B&O RDC trains to provide low-cost, high speed service with proved equipment

A recent report (May, 1956) by Professor Stanley Berge of Northwestern University states: An idea of the attractive net revenue margins attainable by means of short economical self-propelled trains can be obtained from the results of what has been called the "Great RDC Race" by the Baltimore and Ohio between Washington and Chicago. A three-car, self-propelled RDC train . . . charging a fare less than half the regular round-trip coach fare, earned a margin of $1.72 net revenue per train mile, or 60% of total revenues.

Regarding the same event, a B&O official stated: Such factors definitely point toward the possibility of reducing passenger deficits and effecting reductions in passenger fares, to encourage a return of inter-city traffic to the railroads.

Historic Harpers Ferry, W. Va.

They're named Daylight Speedliners and each train has a consist of two RDC-1s and one baggage-diner-coach. They'll operate between Philadelphia, Baltimore, Washington, and Pittsburgh on a very fast schedule made possible by RDC's acceleration and by Budd disc brakes. For example, they'll save an hour and a half under present schedules between Washington and Pittsburgh.

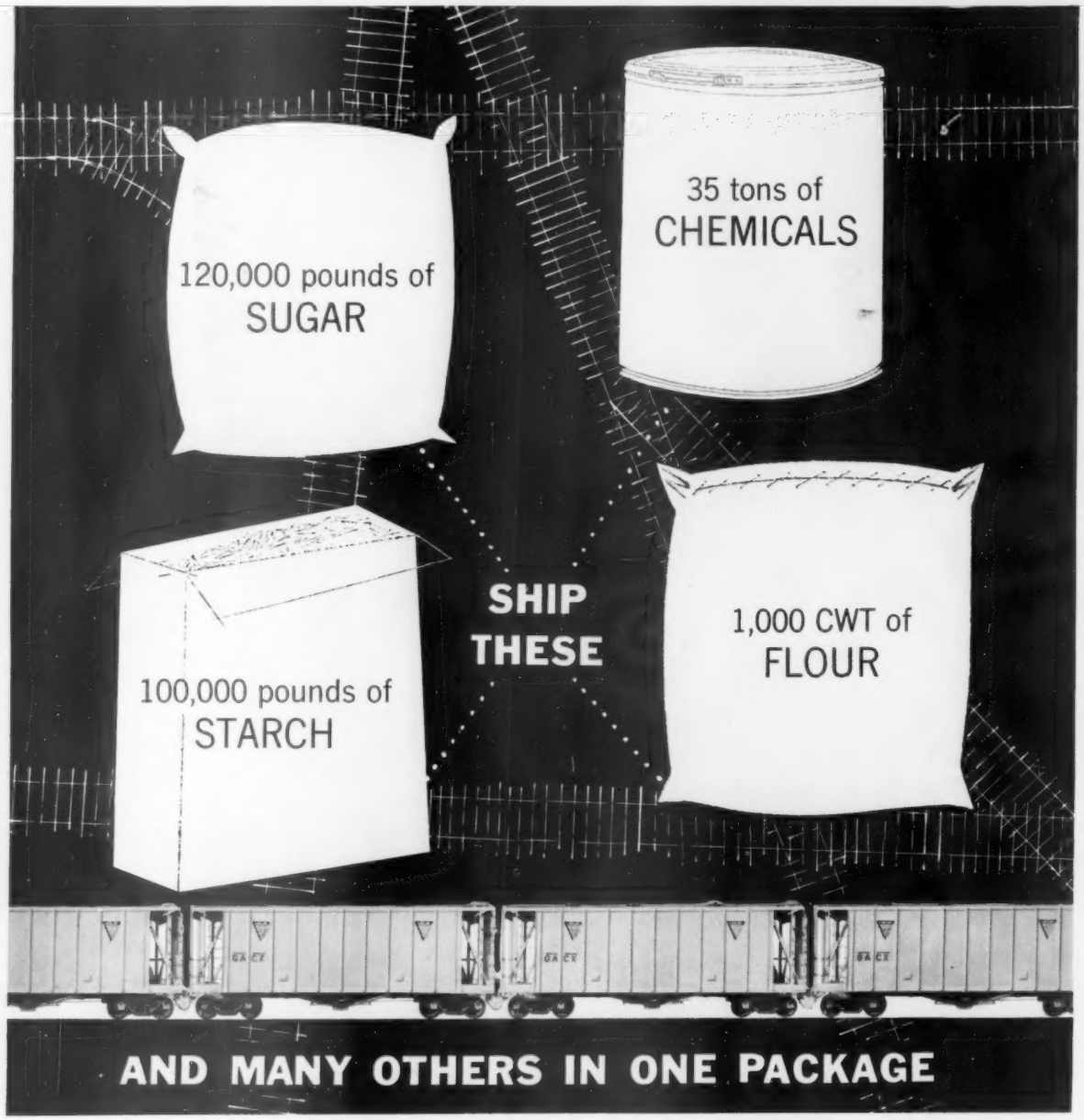
Among the many interesting features of these trains, which include reclining seats and adjustable foot rests, is a combination baggage-diner-coach, with refreshment facilities and accommodations for twenty-four passengers in the dining section.

While the capacity of the train is 224 passengers, it can be expanded by adding other RDCs. Also, trainline signals will permit integration of the cars with other equipment.

These Daylight Speedliners will contribute substantially to improved earnings by reducing operating costs and by releasing diesel-electric power for other service.

Budd

The Budd Company Philadelphia 15



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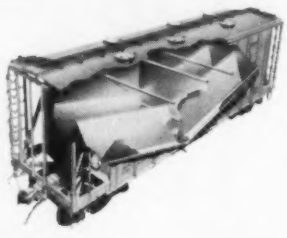
The Airslide Car is designed and built for materials never before successfully shipped in conventional covered hopper cars. The Airslide Car has been proved by more than 3 years of continuous use in all climatic conditions all over the country.

Over 2000 Airslide Cars are now in use or on order. They require no re-spotting, provide far more clearance for unloading and can be unloaded into any conveying system as fast as the system permits. If such requirements are important to you, write today for full information about General American's new Airslide Car.

CLEAN INTERIOR DESIGN—*All-welded construction—no interior carlines or other protuberances. Provides maximum sanitation and minimum product retention. All loading hatches and discharge outlets provide a hermetic seal.*

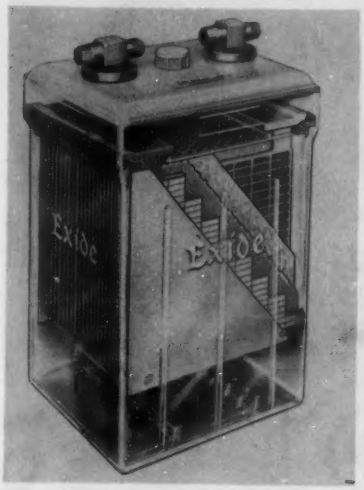


AIRSLIDE GENERAL AMERICAR TRADE MARK

GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South La Salle Street • Chicago 90, Illinois • Service Offices In Principal Cities • Service Plants Throughout The Country

WHAT'S NEWS in Products



Stationary Power Battery

Several product improvements and grid alloys have been introduced into the line of Tytex batteries which are designed for stationary services such as emergency lighting, signaling and telephone communication. The manufacturer states that the improvements are expected to extend service life up to 10% and reduce maintenance requirements.

These batteries now include Silvium positive grids, which are said to resist corrosion and withstand overcharging. Transparent containers, with covers sealed to prevent leakage and keep out dirt, are made of polystyrene, a heat-resistant material.

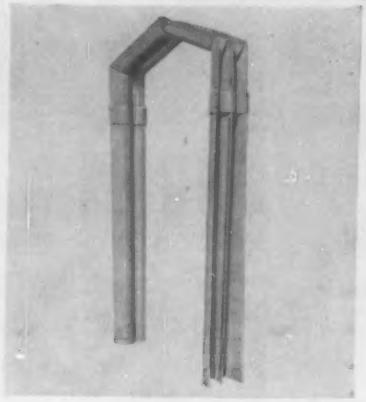
The design provides greater space between the plates and the top and bottom of the jar, increasing electrolyte volume. The units are available in sizes for applications in stationary power fields and are rated from 10 to 1064 amp-hr capacities. *Exide Industrial Division, Electric Storage Battery Company, Dept. RA, Box 8109, Philadelphia 1* •

Self-Sealing Coupling

When connected, this device permits full flow of fuel and, according to the manufacturer, eliminates fuel spillage during refueling of diesel locomotives. One-half of the coupling is attached to the outlet end of the fueling hose. During fueling, it is coupled to the mating half on the locomotive tank inlet.

The device may be combined with a Koehler valve to permit automatic fueling to a desired level, thus preventing fuel loss due to overflow. Each half of the coupling is said to

seal without loss of fuel when disconnected. No hand shut-off valve is needed on the fueling hose. Fire hazards are thereby minimized. *Aeroquip Corporation, Dept. RA, Jackson, Mich.* •



Vestibule Diaphragm Of Synthetic Fabric

This vestibule diaphragm consists entirely of synthetic fabrics for longer life, lighter weight and better color retention. A layer of neoprene is bonded on each side to a Dacron core. Overall thickness is approximately 1/16 in. and weight about 8 oz per sq. ft.

The diaphragm is normally furnished in grey or black, but other colors can also be permanently compounded into the neoprene on special order.

Compared with the usual cotton fabric Dacron has a higher flax life, 3 to 4 times the abrasion resistance, and greater resistance to heat, cold, mildew, chemical cleaners, moisture and prolonged atmospheric aging, according to the manufacturer. The neoprene is given a smooth plate finish to minimize the accumulation of dirt and to help resist harmful chemicals. *Norton Manufacturing Company, Dept. RA, 5125 West Lake st., Chicago 44* •

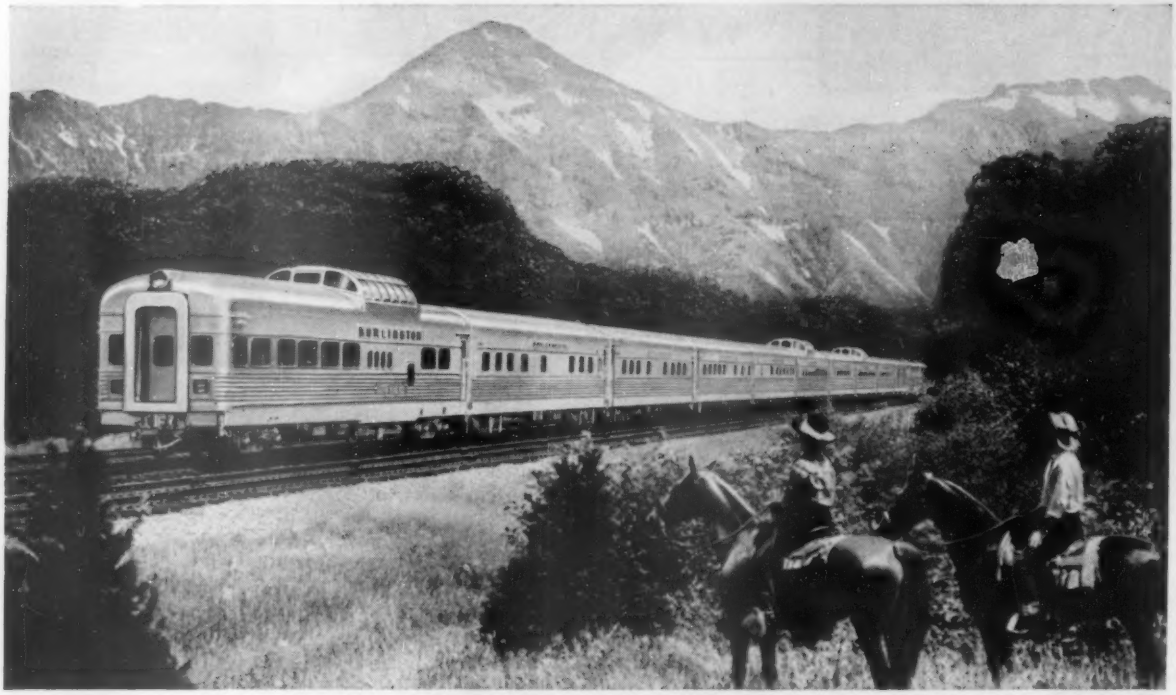
Steel Constructed Lubricator Pad

The new Espey lubricating pad features a core of curled animal hair, wick separators, a steel spring construction that keeps the core from collapsing regardless of temperature, a canvas inner wrap covered by an absorbent felt pad, and an outer wicking action cover of tough cotton.

The AAR has granted approval for installation of up to 10,000 car sets of this pad in interchange.

Purpose of the steel spring construction is to keep the pad from collapsing away from the journal. Over this spring is a canvas wrapper which in turn is covered with an absorbent felt pad which acts as an oil reservoir. Inside the steel spring is a core of cured curled animal hair. This also acts as a reservoir and keeps the pad resilient.

The outer jacket is of cotton selected because it has high wicking action, an is non-glazing and lint free. *Spring Packing Corporation, Dept. RD, 332 South Michigan ave., Chicago 4* •



Burlington proudly presents the big new
VISTA-DOME *DENVER ZEPHYR*

BIGGER, BRIGHTER, MORE BEAUTIFUL—that's Burlington's new *Vista-Dome Denver Zephyr*...the most enjoyable train in all the world!

You'll enjoy new views of plains and mountains from glass-enclosed roof-top Vista-Domes. You'll revel in the *Denver Zephyr's* smooth speed...complete comfort...varied accommodations...wonderful food...friendly hospitality...and superb service.

Decide right now: next trip between Chicago and Colorado, ride the big new *Vista-Dome Denver Zephyr* ...Burlington's masterpiece of travel enjoyment!

CHICAGO–DENVER

...and adding an important new Zephyr destination with direct through service...

CHICAGO–COLORADO SPRINGS

(In service Sunday, October 28)

OVERNIGHT—EVERYNIGHT

• WESTBOUND		• EASTBOUND	
Lv Chicago.....	5:00 pm	Lv Colorado Springs	1:10 pm
Ar Denver.....	8:30 am	Lv Denver.....	4:00 pm
Ar Colorado Springs	10:45 am	Ar Chicago.....	9:00 am

The Chuck Wagon • sips 'n' snacks or corral dishes from the ranch menu.

De luxe all-room Pullmans • roomettes, bedrooms, compartments and suites.

Truly comfortable chair coaches • reclining seats with stretch-out leg-rests.

For information, reservations, and tickets, see your Burlington representative or your railroad or travel agent...or write

Burlington Route

J. J. ALMS
Gen'l Passenger Traffic Mgr
Burlington Lines
547 West Jackson Blvd
Chicago 6, Illinois

INTRODUCING THE THRIFTY

NEW Slumbercoach

...another Burlington First!

Burlington now offers a specially-designed coach room—comfortable arm-rest window seat by day, bed by night...wash basin and toilet—all at regular coach fare plus modest reserved coach room charge. Accommodations for either individuals or twosomes.

Let's Get the Facts About Passenger Service

The service which a couple of railroads are inaugurating—private sleeping space at $7.50 plus the coach rate between Chicago and Denver—is exactly the kind of fundamental experiment with overnight sleepers that is needed to give conclusive answers to some of the sharp questions which have been raised about the future of sleeping car service.

Too many of the people who have raised such questions have also been equally quick to answer them—usually in the negative, and never with definitive evidence.

The custom-built sleeping car (hardly any two of them alike) is a costly vehicle to own and maintain. Is the answer to the problem posed by this car to be found: (1) by attempting to raise fares to the point where an admittedly expensive vehicle will pay its way or (2) by trying to devise a less expensive vehicle which might be made to pay its way; and to attract more customers by lower fares?

The ocean liner has a much greater speed handicap in competing with planes than the railroads have. But the steamship companies are not going out of the passenger business. If anybody thinks so, just let him try to get a reservation—he'll usually find it much easier to get space on a plane. There is one ocean operation which is trying to get some government money to help it build a super-liner—in which it proposes to haul people to Europe for $50 a head, meals not included. One report has it that these people have experimented to find out how many beds a skilled man can "make" in a day, and have discovered that it is 65. By cutting out over-elaborate service, but retaining comfort, these people propose to offer traffic-building bargains.

Existing Practices Questionable

Much of the discouragement about the possibilities of railroad passenger service arises from the acceptance of many existing practices as unchangeable. Not all of these practices are imposed by nature—many of them are supported only by tradition and habit. Is it absolutely certain that engine and train crews would rather have a 2-hour or 3-hour day, on paper, and no job—than to work five or six hours a day and enjoy steady employment in a growing business? How many employees are really *needed* to provide reasonable comfort and safety for passengers on an overnight train?

The goods and services which are economical in 1956—and which, as a result, are attracting more and more customers, and producing increased employment—are those which are provided with a lot less labor cost per unit of output than in 1926. By finding ways to produce more automobiles and refrigerators per 1,000 man-hours than in 1926, manufacturers have made their automobiles and refrigerators attractively economical in price. Employment in the industries which produce these bargains has not suffered but, on the contrary, is much greater than it was 30 years ago.

But look at the barber shops with their haircuts at $1.50 and up—half their chairs are empty. When wages go up astronomically, as they have in the past three decades, the only way for an industry to stay competitive and to hold its own in customers and employment, is to discover ways by which higher-paid employees will produce enough more per employee to offset their higher pay. This has not happened in the barber shops and it has not happened in railroad passenger service.

There is at least one other aspect of railroad passenger service that ought to be explored more deeply than it has been. That is: *the extent to which railroad passenger service is necessary to the public interest and national safety.* During World War II, the railroads increased their passenger service almost five-fold, with no increase at all in passenger equipment.

With the shortage of gasoline and automobiles suffered during World War II, just how would the nation have got along—either economically or from a defense standpoint—if there had been no railroad passenger service to fall back upon? Just what will the nation do in another such crisis if unfriendly governmental treatment keeps on forcing the railroads to shrink their passenger services?

The federal government is "promoting" every kind of transportation, except the railroads. A fabulous system of highways is being built for the trucks and buses—to be paid for only in fractional part by the users. An equally monumental system of inland waterways is going forward—without one cent of contribution from the users. The air lines are subsidized, not only directly but in a host of other ways.

The justification (if any) for governmental promotion of an economic service, such as transportation, lies in two conditions: (1) that the service to be promoted is necessary to the public interest and national safety; and (2) that an adequate amount of the necessary service will not be provided by the unaided effort of private initiative.

Anybody who will look at the facts coldly—as they are today and not as they were thirty years ago—must conclude that there is far more reason why the federal government should be promoting railroad service (passenger service especially) than exists for its promotional efforts in behalf of other transportation.

NEWEST MEMBER of Burlington Zephyr fleet, Denver trains have domes for both coach and Pullman passengers.

Variety of room accommodations are offered for Pullman travel, Slumbercoaches provide service at coach fares.

New Cars, New Services . . .

"Slumbercoaches," new to the railroad industry, and Vista-Domes, new to this Denver run, highlight replacements for 20-year-old "Denver Zephyrs"

The Burlington's new fourteen-car "Denver Zephyrs" not only continue a traditional overnight service on the 1,034-mile run between Chicago and Denver, but at the same time offer real innovations. The Zephyrs will provide a new through service between Chicago and Colorado Springs with equipment operated to this new terminal over the Denver & Rio Grande Western. New to the "Denver Zephyrs" are "Vista - Dome" coaches, "Vista-Dome" buffet lounges, and "Vista-Dome" parlor observation cars. New to the entire railroad industry are the 40-passenger "Slumbercoaches" which each "Zephyr" will carry.

These new "Zephyrs" do not have the head-end power or the articulated construction employed in their two predecessors. They are Budd built and stainless steel as were the other trains. Each of those just-replaced "Zephyrs" has operated over seven million miles since November 1936.

The Burlington's original overnight Denver—Chicago service was first started on May 31, 1936, with two short all-coach "Zephyrs." Six months later two 12-car coach-and-sleeper trains went into service on this run. Each of these 12-car trains operated a dozen years and four million miles before it went into the shop for a complete overhaul. The stainless structure and sheathing required little repair. After interior renovation these trains went back into service and operated the thousand-mile daily schedule.

Each of the new "Denver Zephyr" trains will be made up with the following passenger-carrying cars:

- 1 50-Passenger Leg-Rest Reclining Seat Coach
- 1 46-Passenger Leg-Rest Reclining Seat Dome Coach with 24-Seat Dome
- 1 50-Passenger Leg Rest Reclining Seat Coach
- 1 Dome-Coffee Shop-Dormitory Car with 19-Seat Coffee Shop, 8-Seat Lunch Counter, 24-Seat Dome, and Dormitory for 16 Crew Members
- 2 40-Passenger Slumbercoaches each with 24 Single Rooms and 8 Double Rooms
- 1 48-Seat Dining Car
- 3 6-Double-Bedroom, 10-Roomette Sleeping Cars
- 1 6-Double-Bedroom, 5 Compartment Sleeping Car
- 1 Dome-Parlor-Observation Car with 11-Passenger Parlor Section, one 5-Passenger Day-Service Drawing Room, 12-Seat Observation Lounge, 12-Seat Cocktail Lounge, and 24-Seat Dome

SLUMBERCOACH staggered windows mark 12 single rooms. At far end are four double rooms. Arrangement is duplicated on other side.

BERTH SECTION folds down from wall in upper level single room.

SLUMBERCOACH in day service provides single seat, luggage storage space, and complete individual toilet facilities.

BASIC SLUMBERCOACH rooms are lower single, upper single, and double room (right) on main floor level.

New "Zephyrs" for a Long Haul

The total order was for 28 cars and includes an extra coach and three extra bedroom-roomette sleepers. Each of the "Zephyrs" will have revenue space for approximately 325 passengers.

The specially built 40-passenger Slumbercoaches can accommodate nearly one-quarter of each "Zephyr's" full passenger load. The Slumbercoach is a high-capacity sleeping car designed to operate at coach fares. Space rates established for the Chicago-Denver run are $7.50 for the single room and $13.50 for the double room. The single rooms are arranged on two levels somewhat like the familiar duplex-roomette car. The double rooms are all on the main floor level.

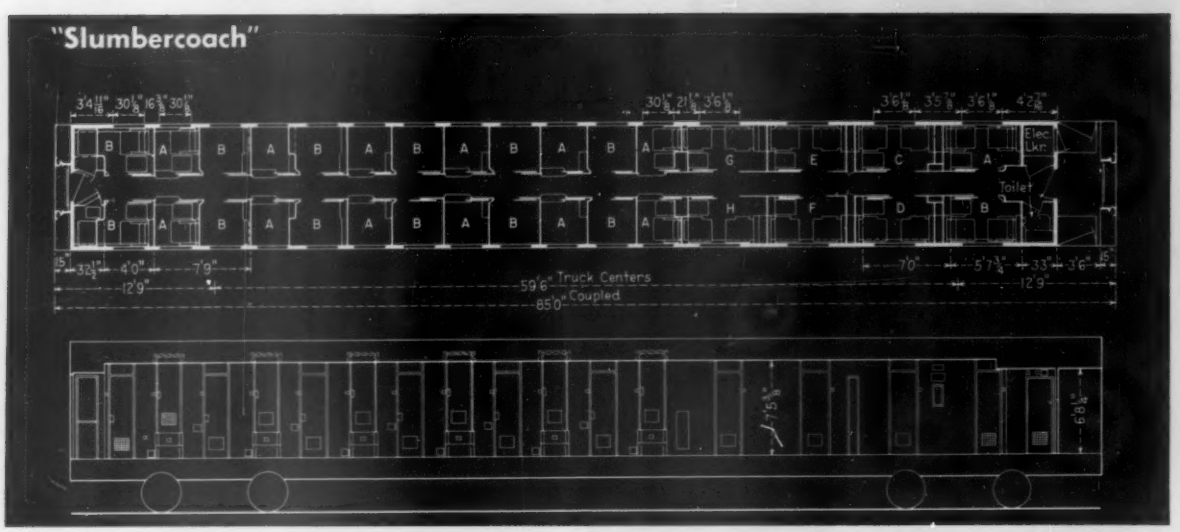
The heart of this new arrangement is the split berth which makes it unnecessary to have a 6-ft height of unobstructed wall into which the berth of the conventional roomette must fold. The single-room berths and the lower berths in the double rooms of these Slumbercoaches are split transversely and fold from two opposing wall areas to provide a sleeping surface 72 by 23 in. All of the three single-occupancy room accommodations now available on American railroads have the same transverse width. The length occupied by a pair of each of these adjacent rooms permits comparison of their utilization of car space:

	Overall Length
Two Roomettes (One Level)	155-in.
Two Duplex Roomettes (Two Levels)	134-in.
Two Slumbercoach Rooms (Two Levels)	93-in.

Facilities in the Slumbercoach

INTERIOR FINISH OF THE SLUMBERCOACH

PASSAGE	
Floor	⅛-in. Vinyl Flooring, Mottled Gray
A-Room Steps	⅛-in. Vinyl Flooring, Mottled Cream
Walls	Plastic Faced ½-in. Plywood, French Blue
Ceiling	Plastic Faced ½-in. Plywood, French Blue
Room Doors	Plastic Faced ⅝-in. Plymetal, Calgary Blue
End Walls, Locker and End Doors	Unpainted Stainless Steel
ROOMS	
Floor	⅛-in. Vinyl Flooring, Mottled Taupe
Walls and Ceiling	Molded Assembly of Laminated, Fiber-Glass-Reinforced Plastic, Margaret Rose
Door	Plastic Faced ⅝-in. Plymetal, Calgary Blue
Seat Upholstery	Velpoint Mohair, Gray Taupe
Hopper Lid	Fabrilite Plastic, Thatchwood Brown
Roller Shades	Fabric, Light Turtle Egg
Window Sill	Molded Plastic, Black
Exposed Metal	Paint, Rose Tan
Light Fixtures and Exposed Hardware	Unpainted Satin-Finish Metal



rooms, while more compact, are comparable to those of the standard roomette and consist of:

- One single-passenger seat with folding arms. Upper level seats have fixed backs since berth folds down above the seat. Lower level rooms have folding-back seat because of location of the head-berth section.
- One manually operated head-berth section folding vertically into an alcove back of the seat when not in use. Half of the upholstered, foam-rubber mattress is permanently attached.
- One manually operated foot-berth section folding into the boot—a recessed area of the wall opposite the passenger seat. The other half of the 4-in. mattress is permanently attached to this section and it is equipped with a safety board on the inboard side.
- One wall-mounted, hand-flushed hopper with plastic-upholstered lid which incorporates splash guard next to passenger seat in raised position.
- One folding washbasin unit with utility shelf, mirror, electrical outlet, towel receptacle and paper cup dispenser.
- Miscellaneous fixtures including parcel rack, coat and crib hooks, entrance door mirror, and incandescent lights at the mirror, in the ceiling, and beside the passenger seat for reading.

The double rooms have two facing single-passenger seats like those used in the single rooms. The lower berth is a two-section unit like that used in the single room. The upper berth is manually operated and folds from the car side-wall like berths in section or compartment cars. The re-

The Burlington Buys for the Future

The new "Denver Zephyr" equipment placed in service by the Burlington on October 28 is telling evidence of that road's belief that there is a future for passenger service.

Operating between Chicago-Denver-Colorado Springs, the new trains have been designed and built for two principal purposes: To deal with intensive auto, air and bus competition; and to "create" new travel, particularly at the mass-market coach level.

For the moment, most of the interest in the new "Zephyr" trains is centered in the four "Slumbercoach" cars—a new concept in rail travel which, because it is new, could perhaps be considered in the nature of an experiment. The Burlington's management believes these coach sleepers will, as one spokesman said, "enable us to compete more effectively with air coach, private automobile and bus travel on so-called long-haul or overnight trips. Its purpose is to hold present rail travel, recapture passenger business, and to create travel, and to do so at a profit."

The Burlington's problem, as it considered this purchase of new passenger equipment, was how to keep pace with—or excel, if it could be done profitably—the travel values offered by competing transportation. The road appaised its largest potential market as being at the coach level. A decision to buy and try Slumbercoaches was one result.

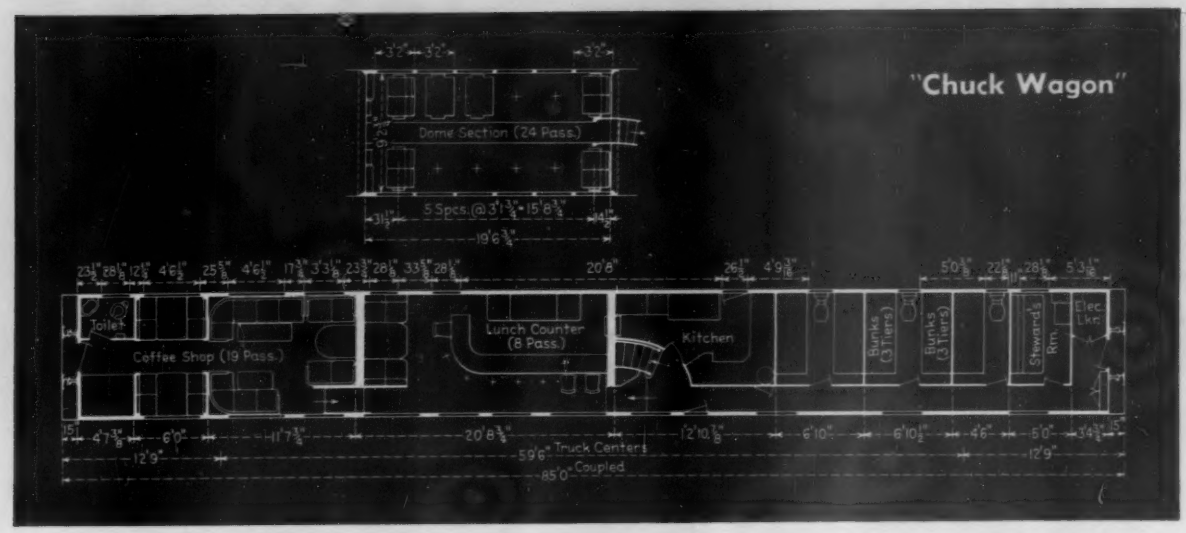
Julius J. Alms, the Burlington's general passenger traffic manager, points out that the Slumbercoach is "aimed at simple but basic comfort." He says the cars will up-grade the coach passenger with respect to his essential needs and conveniences at the lowest possible fares consistent with profitable operation.

Viewed in this way, the Slumbercoach is a logical step and one that will give the low-cost traveler more for his money while providing the railroad more revenue per car than could possibly be realized in first-class service. Each Slumbercoach has maximum capacity of 40.

The effect the Slumbercoach will have on first-class business is a logical but unanswered question. Mr. Alms feels there may be some diversion. But he points out that the coach accommodations are, comparatively speaking, austere, and only "marginal" first-class travelers might be expected to drop back. This trend he expects to be more than offset by ordinary coach travelers who move up.

Further evidence of the Burlington's optimistic passenger-service outlook lies in the decision of extending "Denver Zephyr" service into Colorado Springs via the Denver & Rio Grande Western. Four cars will run through—a flat-top leg-rest coach, a "Chuck Wagon" dome car, a Slumbercoach and a 10-roomette-6 double bedroom car.

No significant change in the present Chicago-Denver schedule is contemplated.



mainder of the double room furnishings duplicate those used in the single rooms.

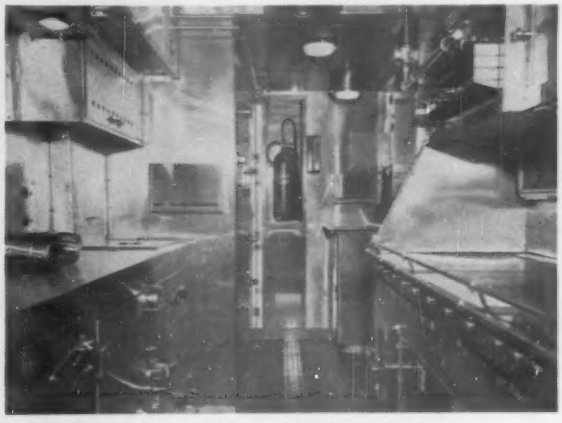
Space occupied by these accommodations can best be compared with length occupied across the entire width of the car. Two adjacent, transverse, standard double bedrooms occupy from 10 ft 7 in. to over 12 ft of car length. Two pairs of adjacent double rooms on both sides of the center aisle of the Slumbercoach occupy a maximum length of 14-ft. This 14-ft length has sleeping spaces for eight passengers compared with four passenger spaces in the 10-ft 7-in. length of the standard double bedroom arrangement. While accommodations of the Slumbercoach are less spacious and luxurious, they have made possible lower fares and space rates, and may open new passenger markets.

Room linings for these Slumbercoaches are made by Budd of laminated, fiber-glass-reinforced plastic with integral color. Lining for each of the single rooms is molded complete in only two sections. The seam between sections is transverse, covered with a plastic strip. Each room has its own Adlake double-glazed, breather window with tinted plate glass outer pane, and an Adlake cable-type roller shade. All of the room doors are of the sliding plymetal type. Floors and steps throughout the Slumbercoach are covered with 1/8-in. Goodyear vinyl material.

Each room has its own manual control for the finned-type Vapor radiation at the floor level. General adjustments in air temperature are made by thermostats near the vestibule end of the car controlling both floor and overhead heating. Anemostat diffusers, individually controlled. in each room deliver air from the duct running above the ceiling of the center aisle. The Trane electromechanical air conditioning system has a capacity of 8 tons and is designed to distribute 1,800 cfm, including 800 cfm of fresh air.

The Slumbercoach water tanks hold 500 gal. Supply is delivered by a Westinghouse water raising system to the individual rooms, to an Ajax water cooler at the vestibule end, and to the general toilet also located

DOME COACH and standard coaches have leg-rest seats, carpeted floors. Dome has 24 non-reclining seats.



STAINLESS STEEL kitchen of 48-seat full diner equipped for propane gas cooking, electro-mechanical refrigeration.

WEIGHTS AND CAPACITIES OF CARS

	WEIGHT	GENERATOR	BATTERY	AIR CONDITIONING	
	Lb	KW	Amp-Hr	Tons	CFM
50-Passenger Coach	130,560	25	1,320	8	2,400
Dome Coach	154,800	25	1,320	12(2)	3,400 2
Dome-Coffee Shop-Dormitory	167,100	30	1,320	15(3)	4,300(3)
Slumbercoach	147,800	30	1,320	8	1,800
Dining Car	160,880	30	2,640(2)	12(2)	2,800(2)
Bedroom-Roomette Sleeper	146,780	25	1,320	8	1,600
Bedroom-Compartment Sleeper	143,300	25	1,320	8	1,600
Dome-Observation-Parlor	158,300	30	1,320	12(2)	3,400(2)

Figures in parentheses indicate number of units to produce total output.

there. Hot water is provided through a Vapor water heater.

The total electrical requirement—which includes the air conditioning equipment, the Safety and Luminator lighting fixtures and the Cornell-Dubilier vibrator inverter—necessitates an axle-driven, 30-kw, Safety motor generator unit. This 40-v machine is driven through a Spicer drive, and on 220-v a-c standby with a 32-hp motor. The 32-v batteries have a rating of 1,320 amp hrs.

All of the cars for these two new trains are built of 301 stainless steel—present day counterpart of the 18-8 alloy used on earlier trains. The Budd Shotweld process is used for structural assembly, and structural details duplicate those used in earlier Burlington orders for both the dome and non-dome cars.

The four-wheel General Steel Castings trucks used on all these cars are identical with those previously supplied for the "Kansas City Zephyr." They have 6 by 11-in. Bethlehem axles, Timken roller bearings, and Bethlehem 36-in. rolled steel wheels with semicylindrical treads. Among the features contributing to the cars' riding qualities are GSC roll stabilizers and Houdaille shock absorbers applied to the bolsters.

Truck Arrangement

The diner, the dome-observation-parlor car, and the dome-coffee shop-dormitory car have shock absorbers applied to the truck end transoms for lateral damping. U.S. Rubber sound-deadening pads are used under the side bearings and on the center plates, and rubberized fabric pads are placed on top of the journal boxes at the equalizer spring seats, and under the equalizer springs. These equalized, swing-hanger trucks are equipped with bolster and equalizer coil springs which have a total deflection of approximately 10 in. under the loaded car. Budd disc brakes are used with Westinghouse HSC electropneumatic equipment.

The Burlington continues to use the wide diaphragm arrangement on its streamlined trains. The rubber outer curtain surrounds a Morton canvas inner diaphragm assembly. Vestibules have retractable steps with Edwards operating mechanism. National Malleable tightlock couplers, yokes, and uncoupling mechanisms are used on all the cars. National and Waugh rubber draft gears have been utilized.

Only the two dome-coffee shop-dormitory cars differ in any great detail from previously built Burlington Vista-Domes. Each is known as the "Chuck Wagon," and this designation and the brand "DZ" are used in the decorative treatment of the cars. Both cars have carved plaques and murals depicting range country life, and copper trim is used extensively. The area under the dome is occupied by an eight-seat lunch counter and booth for four, and the standard level over the A-end truck is a 19-seat coffee shop.

The section of the car over the B-end truck is a dormitory which can accommodate 16 crew members. The dome of this car duplicates the arrangement of the other domes in the train. It has 24 revolving, non-reclining seats.

Complexity and quantity of equipment in the dome-coffee shop-dormitory car brought its ready-to-run weight to 167,100 lb. All the other cars in the train are lighter. The Slumbercoach weights 147,800 lb, and the lightest unit is the 50-passenger coach weighing 130,560 lb.

In Dome-Parlor-Observation Car...

DOME has twelve settees under double-glazed, breather type, curved sash units. Coach domes have different seating.

COLORADO ROOM under dome has murals and decor of territory which is Denver Zephyr's western terminus.

RAILROAD PRESIDENTS, including Burlington's H. C. Murphy (pointing) and Northern Pacific's R. S. Macfarlane (second from left) turned out to inspect the five-man "Standardization Caravan" in St. Paul.

GOVERNMENT OFFICIALS, like Undersecretary of Commerce Louis S. Rothschild (coat on arm) examined equipment during the stand in Washington, D.C. In New York, financial analysts came out to inspect the cars.

SHIPPERS SHOWED UP: Reaction of E. G. Plowman, vice-president and general traffic manager of U. S. Steel Corporation (left, on steps), was not unusual. He urged P-S to alter schedules, provide a stop at Pittsburgh.

P-S Caravan Plugs Standardization

Carbuilder's idea of a "standard" freight car gains support as latest steel price boost raises car prices around 6%

Midway through the roving three month birthday party pictured here, Pullman-Standard's President C. W. Bryan wrote a friend. "I am particularly enthusiastic," he said, "about the impact that the caravan is making on railroad thinking."

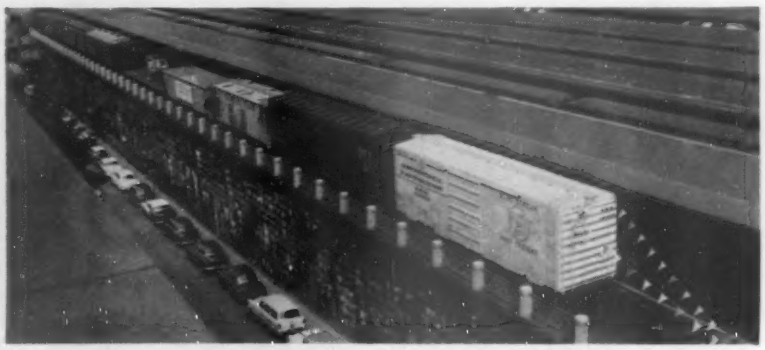
The caravan, which started as a modest public relations venture to mark the 10th anniversary of the first PS-1 box car (and delivery of the 75,000th such car), has now completed its tour of nine key cities in the Midwest and East. And the "impact" to which Mr. Bryan referred is showing up. At least one railroad president, in a major address, has singled out standardization as the most promising way to reverse the trend toward ever-increasing freight car costs (Railway Age, Sept. 17, p. 11).

This was the message that Pullman-Standard undertook to "sell" with its "rolling showroom" tour. The carbuilding firm sees mass production of standard components as the only way railroads can "lick" a price problem which is, for the most part, out of their hands.

Nor, as this supplier sees it, is the hope of lower first cost the only benefit. Practiced on a wide scale, the standardization of basic car design would permit more intensive research for progressive improvements, better field-service follow-up, reduced railroad inventories of components, and a new confidence among carbuilders in ordering and stocking steel supplies.

Meanwhile, the company has introduced an unusual sales approach in taking finished assembly-line cars to its customers and its customer's customers. For, as the accompanying pictures show, about as many shippers turned out for the caravan as did railroad men. In several instances, local traffic officers made it a point to bring along shipper contacts "to see what we're doing on the railroads to give you good service."

Final showing of the P-S caravan will be November 7-8 at the regional meeting of the AAR Purchases & Stores Division in Birmingham, Ala. The P&S men will look over the equipment and preview the newly expanded P-S plant at nearby Bessemer.



ON DISPLAY in all cities were five standardized cars—(from right) a PS-1 40-ft box; PS-1 50-ft 6-in box; PS-2 covered hopper; PS-3 70-ton open top hopper and a PS-4 56-ft flat car. PS specialties were also shown in this 10th anniversary celebration of the first PS "standardized" car.

"Grass Roots" Work Bears Fruit

Three-year-old effort of ERPC to "sell" the railroad story is creating the receptive climate needed if transport regulation is to be equalized by legislation

Time was you hardly ever saw a picture of a railroad train in a newspaper except when a derailment or some other misfortune caused a wreck —or when a politician made a speech from the observation car platform.

Office-seekers tend to forego train travel in this day of the whirlwind campaign, but the railroads and railroad personnel have become photogenic and are making "good copy" once again.

Community papers, which formerly took notice of the railroad tracks running through town only when someone demanded that the "eyesore" be removed, now run frequent news items and feature stories, columns and editorials about their newly discovered "good neighbors." They tell of railroad personnel busy in civic affairs and reflect an awareness that roads have an interest in the town.

In many parts of the country this is the result of particular roads' efforts to make themselves welcome in the communities they serve. In the East, where the development is dramatically apparent, it is the fruit of the three-year-old "grass roots" public relations campaign of the Eastern Railroad Presidents Conference.

"4-H CLUB BOY TURNS RAILROADER."

"BOY SCOUTS RIDE B&O CABOOSE TO KENOVA."

"GIFT OF LOCOMOTIVE BELL RAISES RECTOR'S HOPES."

"TO HELP SCHOOLS, 12 CALUMET RRs PAY $1.1 MILLION IN TAXES EARLY."

"RAIL MEN LAY PROBLEMS BEFORE BANKING GROUP."

"RR SPOKESMAN PROTESTS ICC RULES."

That's a sample of the headlines the railroads have won throughout the East by the efforts of their officers and employees in the "grass roots" public relations campaign of the Eastern Railroad Presidents Conference.

The sequence of the "heads" above suggests some of the purposefulness of the campaign—which the railroads are the first to admit is not entirely altruistic — or prompted solely by humanitarian impulses or the spurrings of civic pride. But if it is not 100% any of these, neither is the campaign a totally selfish effort.

ERPC set out a little over three years ago to free the railroads of the widespread and enduring notion in the public's mind that they are the monopolistic transport octopuses they were pictured in the late 1800s.

Led by Chairman David I. Mackie, ERPC determined to show that the railroads are truly interested in the communities they serve. If this could be done, it was felt, then the communities and the people would become interested in the railroads and would be inclined to listen to the railroad story.

Only if backed by an informed and enthused public could the railroads hope to win the freedom spelled out in the recommendations of the President's Cabinet Committee on Transport Policy and Organization.

What has been accomplished in addition to getting themselves in headlines? Some more headlines give a clue:

FAILURE TO PASS WEEKS REPORT BILLS DIDN'T SCUTTLE PUBLIC RELATIONS BID

When President Eisenhower's Advisory Committee on Transport Policy and Organization released its immediately controversial Cabinet (or Weeks) Report, it gave the ERPC a hook to hang its coat on so it could get to work on specifics.

It was this report — later broken down into bills presented in the Senate and House of Representatives, and further capsuled into the railroads' "three shall nots" program for congressional action—that put into concrete terms what ERPC was shooting at.

ERPC Chairman David I. Mackie gave the highball to the "grass roots" campaign in August 1953. In a letter to several member road presidents, he set forth the steps by which the conference's public relations efforts would be carried out. It was on April 18, 1955, that the Cabinet Report was released at the White House following months of speculation as to its contents.

What it called for essentially was a recasting of transport regulation so as to rely on natural competitive forces to protect the whole public interest by granting common carriers greater rate making freedom. It would modernize regulatory controls by basing them on today's conditions instead of the monopolistic patterns of the latter 19th century.

When the 84th Congress adjourned July 27 without acting on the Cabinet Report bills—although hearings had been held by the House Committee on Interstate and Foreign Commerce—there was an instant reaction in some quarters that the railroads' chance to win regulatory equality had died with the proposed legislation.

"Not so!" is the adamant stand of the "grass roots" campaigners.

What is emphasized as the situation is reviewed is that ERPC's efforts have been largely educational. "We've been trying to sell the public our story," a spokesman relates, "and, while we had a lot of success, we think there's more we can do."

Actually, he continued, "maybe it was a good thing. Now, we've got more time to develop grass roots support." After all, he pointed out, "we're selling principles and not a particular bill."

"RAILROAD RATE VIEWPOINT: CARRIERS STATE CASE FOR RATE INCREASE."
"RAILROADED RAILROADS" (an editorial).
"THE RAILROADS LOOK AHEAD."
"CITY TO PAY TRIBUTE TO FRIENDS IN SALUTE TO RAILWAY LINES."

Press treatment like that suggests (and the texts of the editorials and articles running with the headlines are confirmation) that the railroads' sallies have hit pay dirt. The public is being told that the railroads are *interested* (the 4-H Clubs and Boy Scouts); they are *helpful* (the parson's steeple bell); they *contribute* (taxes paid ahead of time); they *serve* (industrial rail tour); and they *have problems* (needed higher rates, ICC "rules.")

"The most significant characteristic of our program," Mr. Mackie says, "is that it is a cooperative industry effort at the local level—an effort in which all of the roads serving a particular community are represented and in which to some extent they merge their respective corporate individualities to achieve benefits for the industry as a whole."

The ERPC program started in four cities—Boston, Buffalo, Columbus and Indianapolis — and eventually took in 16 more.

In each community a committee is set up with personnel drawn from all levels of railroad management, with close to 1,000 railroad officers and employees now taking part. Working with them in each community is a trained public relations counsel from the staff of Carl Byoir & Associates.

The "PR" man is there to offer professional guidance and has the resources of the Byoir organization to call on in promotional ventures. Because he feels that "what goes on in Timbuctoo can't be masterminded from New York's ivory towers," Mr. Mackie considers this use of the "trained professional in the field" a big factor in the campaign's success.

Model railroad displays, "railroad nights" at ballgames and symphonies, rail-conducted industrial tours, "business-industry-education" days in which school teachers are taken on tours of railroad and other facilities, participation in local charity drives, cooperation in agricultural projects and extensive work with schools and students, are some of the activities of these committees.

Notable good will is also being generated in another way, i.e., a few committee members meet informally with small groups of business leaders and professional men who are the opinion-molders in their communities. By discussing with them the problems the railroads are confronted with and their objectives, committees enlist influential allies.

COMMUNITY COMMITTEES in these well-scattered, heavily populated urban centers spread railroad-consciousness through cooperative efforts in the interest of cities served by the many railroads involved.

BOY SCOUTS, 4-H Clubs, other youth groups draw attention of railroad committees which see children helping create climate of opinion favorable to railroads. B&O caboose was given to Huntington (W.Va.) scouts for use as bunkhouse.

COOPERATION WITH FARMERS is emphasized in many areas. Here NKP President Hales gets a cup of coffee in company with (to his left) C&O President Tuohy, NKP Board Chairman White, and Clinton Seitz, Ohio agricultural leader, at Cleveland farm meeting.

TOURNAPULL scraper is given an assist by a Tournadozer while loading, after which the Tournapull runs in high gear to the disposal area.

POLICY: DRY UP THE ROADBED . . . METHOD:

Turning Cuts into Embankments

PRR employs two off-track grading outfits on a scheduled basis for deepening side ditches and otherwise improving drainage

The Pennsylvania has completely redesigned its drainage standards and has under way an extensive program for widening and deepening side ditches. In explaining this policy, L. E. Gingerich, assistant chief engineer, maintenance, said, "The only way to maintain a railroad economically is to dry up the roadbed. We feel it is cheaper to provide adequate drainage to get the water out and keep it out than it is to constantly combat the effects of water on the roadbed." To carry out this work the railroad organized two grading outfits, and the work is being done at less cost than if under contract.

The new standard (see diagram) calls for a minimum depth for the side ditches of 8 to 10 ft, depending upon groundwater level and right-of-way conditions. The side ditches are constructed with an 8-ft bottom and with 1.7 to 1 slopes. The top of the nearest ditch slope is made 18 ft from the track, thus leaving sufficient distance for the operation and movement of track - maintenance machines.

Before starting out on this program, extensive geographical and geological studies were conducted and test borings and soundings were made along the line. At some locations the natural water table was found to be so high that it was necessary to lower it as part of the corrective drainage program. Sometimes this meant that the flow lines of the ditches had to be extended a considerable distance downstream to intersect a streambed. In a large number of cases (and this situation prevails today) it was necessary to purchase additional right of way not only to provide space for ditches built to the new standard but also, in many instances, for the wasting of the excavated material.

Various Equipment Is Used

In the early years of this program, various types of equipment were used in constructing these deep ditches, including crawler cranes, ditchers, shovels and dump trucks for disposing of the material. A Gradall machine also was utilized.

In 1946, the Pennslyvania tried out a rubber-tired earthmoving scraper. This machine was a small 2-cu yd Tournapull of the type originally designed for the U. S. Army as an airborne unit for use during World War II in constructing advance air bases. This scraper was used by the road mainly for cleaning out and maintaining existing ditches. Experience with this small unit led the road to rent a Model C Tournapull Roadster for use in maintaining its existing ditches and for the construction of new drainage facilities.

In 1949, the road purchased three Model C Tournapulls, each having a capacity of 13½ cu yd, and a Model Super C Tournadozer. Later, three of the Model D Tournapulls, each with a capacity of about 7 cu yd, and an Allis-Chalmers bulldozer were purchased. The three larger Tournapulls are worked in one outfit and the three smaller in another.

Before placing these machines in service, however, the Pennsylvania selected 10 men as operators and mechanics and sent them to the manufacturer's service training school. There they received a special two-weeks' course in the operation and maintenance of the machines. The men reported that the course gave them valuable information and training on the dismantling, repairing and reassembling of the units.

This prior training was essential because the road employs these operators (whose title is engineer of work equipment) and repairmen on a year-'round basis. Grading work usually starts about the middle of April and continues until the end of November or early December. The machines are then taken to some vacant railroad building or, if such a building is not available, to a nearby rented building where they are dismantled, repaired and put in top running condition for the next year's operations. This work is done by the repairmen (one assigned permanently to each outfit) and the engineers of work equipment.

The road reports that this plan not only results in better maintenance and performance of the units, with minimum downtime, but also serves to hold the crews together.

When it is noticed that parts of a machine are showing excessive wear, the foreman of the grading outfit orders the necessary parts through the road's local general foreman of work equipment. The general foreman, making use of a special procedure arranged with the purchasing agent, procures the parts promptly, often driving to the nearest manufacturer's distributor to pick up and deliver them to the outfit. The parts are then installed on the machine by the repairman and the engineer of work equipment.

Six Men to Outfit

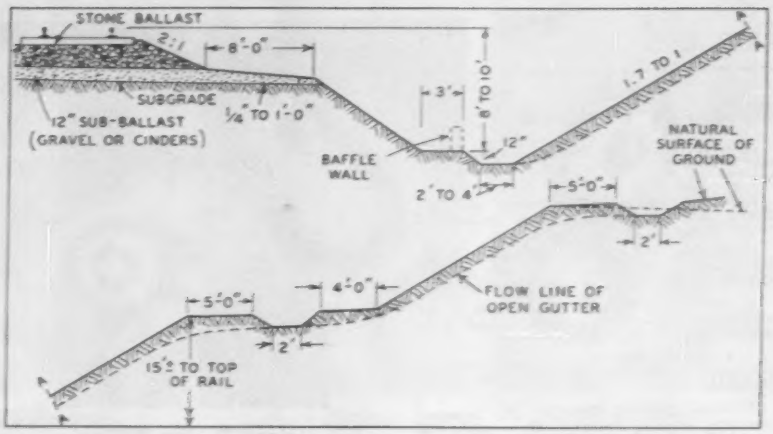
Each outfit comprises four engineers of work equipment, a repairman and a foreman. The men are housed in camp cars set out on the nearest siding. Five cars are assigned to each outfit. One is a foreman - recreation car, another serves as a kitchen-diner, another as a sleeper, and the other two are for tools and supplies. A bus, for the transportation of the men between the camp and job site, is also assigned to each outfit. When the outfit is to be moved to another location, the cars are moved by train but the Tournapulls, bulldozers and bus travel under their own power over the highways.

When a project is to be started the local supervisor of track lines up the work to be done and stakes are set to insure proper slopes for the grading and for the ditches. The first work that the grading crew does is to clear the ground of trees and brush. This material is cut up with a chain saw and burned. It is generally necessary to move the pole lines farther from the track, and the forces of the communications and signal department cooperate in doing this work. Where additional right of way is acquired the fences are moved by the local track force.

The foreman of the grading outfit then decides on the procedure to be followed—the route of the machines in loading, unloading, turningg, etc. —and construction roads are built where necessary to permit high-gear movement except when loading. Although clearing and the construction of the roads will usually require the better part of two working days, this work is very important and makes the difference between high and low production, to say nothing about the strain on the machines which would result if they were largely worked in low gear over bumpy terrain.

The machines either bench their way up from the bottom of the existing side ditch or down from the top of the slope, depending upon the angle of incline. In some cases where it is necessary to start operations in an existing ditch which is too narrow for practical operation, the pioneering work is handled by a Gradall which enlarges the ditch sufficiently with a 3-ft bucket to allow entry of the Tournapulls. In general, however, the machines work down from the top of the slope, especially where side-hill construction prevails.

Costs vary widely, ranging from 20 to 60 cents per cubic yard, depending upon the type of excavation and the length of the hauls. Where solid rock is encountered it must be shot before removal, increasing the cost. Where the work involves considerable excavation, as in one case where 86,000 cu yd were removed, the two railroad outfits work together.



DEEP SIDE DITCHES are the standard on the Pennsylvania. A berm and an intercepting ditch are constructed where the top of the cut is about 15 ft above top of rail to divert water away from the track. Additional berms and intercepting ditches are constructed in deeper cuts. To relieve the upper ditches, paved open gutters are provided at required intervals and the discharge ends are protected by baffle walls.

"GOOD-NEIGHBOR" POLICY PRACTICED

In line with the Pennsylvania's policy of fostering a spirit of neighborliness with townspeople and farmers along its lines, the grading outfits have used surplus material from drainage excavation to fill holes and level off the ground on adjacent property at no charge to the farmers, thereby reclaiming acres of land which were unsuited to cultivation. In one instance, 16,000 cu yd of material were moved for this purpose.

In one town, where several houses had been moved or burned, the abandoned basements were filled in, as were several depressions. In another instance, while waiting in early spring for a cut to dry out sufficiently before beginning work, the outfit moved into a town and completed a small cleanup and drainage project on railroad property, involving 3,300 cu yd of material. In another instance it built up an inadequate road in a community to make it wider and higher on a better grade.

All work of this nature not only promotes good public relations but often provides the railroad with a site on which to dispose of excess excavated material.

Financial

Dividends Declared

ATLANTIC COAST LINE.—50¢, quarterly, payable December 13 to holders of record November 13.

CHICAGO GREAT WESTERN.—stock dividend, 2½%, payable December 31 to holders of record November 30.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—5% preferred, $1.25, quarterly, payable October 31 to holders of record October 19.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—$1.25, quarterly, payable October 31 to holders of record October 21.

GREAT NORTHERN.—75¢, increased quarterly, payable December 17 to holders of record November 23.

ILLINOIS CENTRAL.—common, $1, increased quarterly, payable December 10 to holders of record November 2.

LOUISVILLE & NASHVILLE.—$1.25, quarterly, payable December 13 to holders of record November 1.

WESTERN PACIFIC.—75¢, quarterly, payable November 15 to holders of record November 1.

Railway Officers

Harry W. Von Willer Elected Erie President

Harry W. Von Willer, vice-president—traffic of the Erie at Cleveland, has been elected president to succeed Paul W. Johnston, who was named chairman of the board and chief executive officer. Robert E. Woodruff retires November 1 as chairman but will remain a director and member of the executive committee.

Mr. Johnston will retire from active service in July 1957, but will, in the meantime, devote a major portion of his time to the joint operating studies now under way for consolidating facilities with the Lackawanna as well as details involved in the possible merger being explored by the Erie, the Lackawanna and the Delaware & Hudson. Milton G. McInnes, vice-president—operations, appointed to the newly created position of executive vice-president. David R. Thompson, assistant vice-president—traffic, moves

Harry W. Von Willer

up to vice-president—traffic, succeeding Mr. Von Willer. Garret C. White, assistant vice-president—operations, becomes vice-president—operations, succeeding Mr. McInnes.

Mr. Von Willer was born in Greensburg, Ind., August 11, 1896, attended Purdue University, and entered railroad service in March 1915 with the Big Four, part of the New York Central system. He joined the Erie in 1923 as chief clerk of its Indianapolis traffic agency and became vice-president—traffic in July 1942.

Mr. Johnston was born at Transfer, Pa., July 5, 1892, and attended Allegheny College (A. B. 1914; Hon. LL. D. 1946) and Boston University (1917). He entered railroad service in 1908 as yard clerk with the Erie and was elected president October 1, 1949.

BURLINGTON.—Burt L. Gartside, passenger traffic manager, Chicago, relieved from active duty at his own request. Mr. Gartside will, however, continue to serve as a passenger traffic consultant until his retirement December 31. **W. F. Burke,** general passenger agent, Omaha, promoted to passenger traffic manager—Lines West there. **Herbert C. Wallace,** general agent, passenger department, Kansas City, Mo., appointed manager, mail, baggage and express traffic, Chicago, succeeding **Cecil K. Kersey,** named general passenger agent, Chicago. Mr. Wallace's successor is **Robert C. Caird,** division passenger agent, St. Joseph, Mo., who in turn is replaced by **Fred D. Clouse,** city passenger agent, Kansas City.

S. T. Thomas, city passenger agent, Minneapolis, appointed general agent, passenger department there, succeeding the late **L. L. Trihey** (Railway Age, Sept. 24, p. 43).

CANADIAN PACIFIC.—The title of **R. E. Taylor,** general superintendent of transportation, Montreal, has been changed to chief of transportation. The titles of **F. J. Fryer** and **V. G. Smart,** assistant general superintendents of transportation, have been changed to assistant chief of transportation and assistant to chief of transportation, respectively.

CHICAGO & NORTH WESTERN.—Michael J. Jacobs, formerly trainmaster of the Illinois Central, Kankakee, Ill., appointed superintendent, Lake Shore division of the C&NW, Green Bay, Wis., succeeding **John F. Sainsbury,** who retired October 1. **William F. Corcoran,** trainmaster of the Illinois Central, Markham Yard, Chicago, appointed to the newly created position of night superintendent of the C&NW, Proviso freight yard, Chicago.

Stanley B. Boardman, general agent, Madison, Wis., named to the new post of assistant general freight agent, Chicago. **Ellis W. Ernst,** traffic manager, St. Louis, appointed general agent, Pittsburgh, succeeding **Donald C. Mead.**

R. E. Coughlan, chief metallurgist and engineer of tests at Chicago, retires October 31.

DENVER & RIO GRANDE WESTERN.—T. O. Proudfoot appointed assistant general freight agent, San Francisco, succeeding **M. A. Nelson,** resigned to accept the position of tariff publishing agent, Pacific Southcoast Freight Bureau.

GREAT NORTHERN. — Robert W. Downing, superintendent, Minot division, Minot, N. D., appointed assistant to the president, St. Paul,

Paul W. Johnston

Milton G. McInnes

Garret C. White

David R. Thompson

Robert W. Downing

M. P. Richards

R. C. Bishop

C. M. deLambert

Minn. Among other duties, Mr. Downing will represent GN in consolidation studies being conducted jointly with the Northern Pacific, the Burlington, and the Spokane, Portland & Seattle. **Harold H. Holmquist,** director of specialized services, St. Paul, named to succeed Mr. Downing at Minot.

LACKAWANNA.—M. A. Ehlers, assistant general freight agent, appointed general freight agent, New York and has been succeeded by **E. J. McGarry.**

Lynn B. Coleman appointed general superintendent. Mr. Coleman has been associated with the Lackawanna since September, when he resigned as superintendent, Grand Junction (Colo.) division of the Denver & Rio Grande Western.

NEW HAVEN.—John P. Rutherfurd has resigned, because of ill health, as vice-president of finance and real estate, chairman of the finance committee and a director. **William T. Griffin** resigned as vice-president of law but will continue as special counsel on various litigation.

NEW YORK CENTRAL.—M. P. Richards, assistant manager of stores, appointed manager of stores, New York, succeeding **Charles D. Longsdorf,** who retired September 30.

N. M. Jorgensen appointed assistant coal sales manager, Detroit, succeeding **J. D. Gunther,** whose appointment as coal sales manager, New York, was reported in Railway Age, Sept. 3, p. 35. **G. L. McGrath** appointed district coal salesman, Detroit, succeeding Mr. Jorgensen.

John H. Kelly, assistant engineer maintenance of way—system, New York, retired.

James J. Wright, superintendent of transportation, Western district, Cleveland, Ohio, appointed to new position of director of technical research at the new research laboratory being completed at Collinwood shops, near Cleveland.

NORFOLK & WESTERN.—R. G. Bishop, assistant purchasing agent, Roanoke, Va., named purchasing agent there, succeeding the late **Clyde Cocke,** general purchasing agent.

C. P. Stegner, commercial agent, San Francisco, appointed district freight agent in charge of a newly opened office at Portland, Ore. **L. W. Houseman,** general agent, Denver, Colo., retired.

NORTHERN PACIFIC. — NP's traffic office, Grand Forks, N. D., has been advanced to a general agency and **E. R. Broderick,** traveling freight agent, Grand Forks, named general agent, in charge of freight and passenger sales and service in northeastern North Dakota and northwestern Minnesota.

The following purchasing department changes announced: **W. K. Smallridge,** from purchasing agent, St. Paul, to director of purchases; **G. M. Carr,** assistant purchasing agent, St. Paul, to purchasing agent there; **H. C. Crowder,** district storekeeper, Brainerd, Minn., to purchasing agent, St. Paul; **L. S. Myers,** assistant purchasing agent, Seattle, to purchasing agent there; and **W. C. Nelson,** assistant to the purchasing agent, St. Paul, to assistant to the director of purchases.

Establishment of a new personnel department has been announced, and **G. M. deLambert,** assistant purchasing agent, St. Paul, appointed director of personnel. The former personnel department is now the labor relations department and **G. M. Hare,** formerly chief of personnel, becomes chief of labor relations.

ROCK ISLAND. — The passenger traffic and industrial development departments have been placed under the direction of **F. J. Conrad,** vice-president—freight traffic. Mr. Conrad's title will be vice-president—traffic. **R. E. King** appointed general passenger traffic manager, succeeding **I. C. Bruce,** promoted to assistant vice-president—traffic. The following freight traffic managers have dropped the word freight from their titles and have assumed supervision of the passenger, as well as the freight, representatives in their territories: **E. H. Gaiennie,** New York, designated Eastern traffic manager; **J. N. Hunt,** San Francisco, Western traffic manager; and **L. L. Thoms,** Atlanta, Southeastern traffic manager.

SOUTHERN PACIFIC. — **E. J. Goodwin,** treasurer, New York, retired September 30. **John B. Reid,** vice-president, New York, appointed vice-president and treasurer. **A. V. Casey,** assistant to assistant vice-president and assistant to treasurer, advanced to assistant vice-president and assistant treasurer. **William G. Winant,** assistant treasurer, New York, assumes the additional duties of transfer agent.

William L. Mogle appointed engineer of appropriations, San Francisco, succeeding **William T. Black,** who retired September 30.

Ernest L. Mayrisch, assistant to general manager, retired September 30.

Theodore H. Kruttschnitt, Jr., senior assistant division engineer, Coast division, San Francisco, promoted to public projects engineer there. **Hugh C. Bomar** succeeds Mr. Kruttschnitt.

OBITUARY

D'Alton C. Coleman, 77, who retired in January 1947 as chairman and president of the **Canadian Pacific** at Montreal, died October 17 at his home in that city.

Harold D. Barber, 65, superintendent of Reserve Mining Company's railroad and a former vice-president of the **Erie,** died October 18 at the William Beaumont Hospital, Royal Oak, Mich.

Robert E. DeNeefe, who retired in December 1955 as vice-president and comptroller of the **Gulf, Mobile & Ohio** at Mobile, Ala., died October 19.

Ben H. Perlick, 66, retired head of the tie bureau in the Purchasing Department of the **Milwaukee** at Chicago, died October 17.

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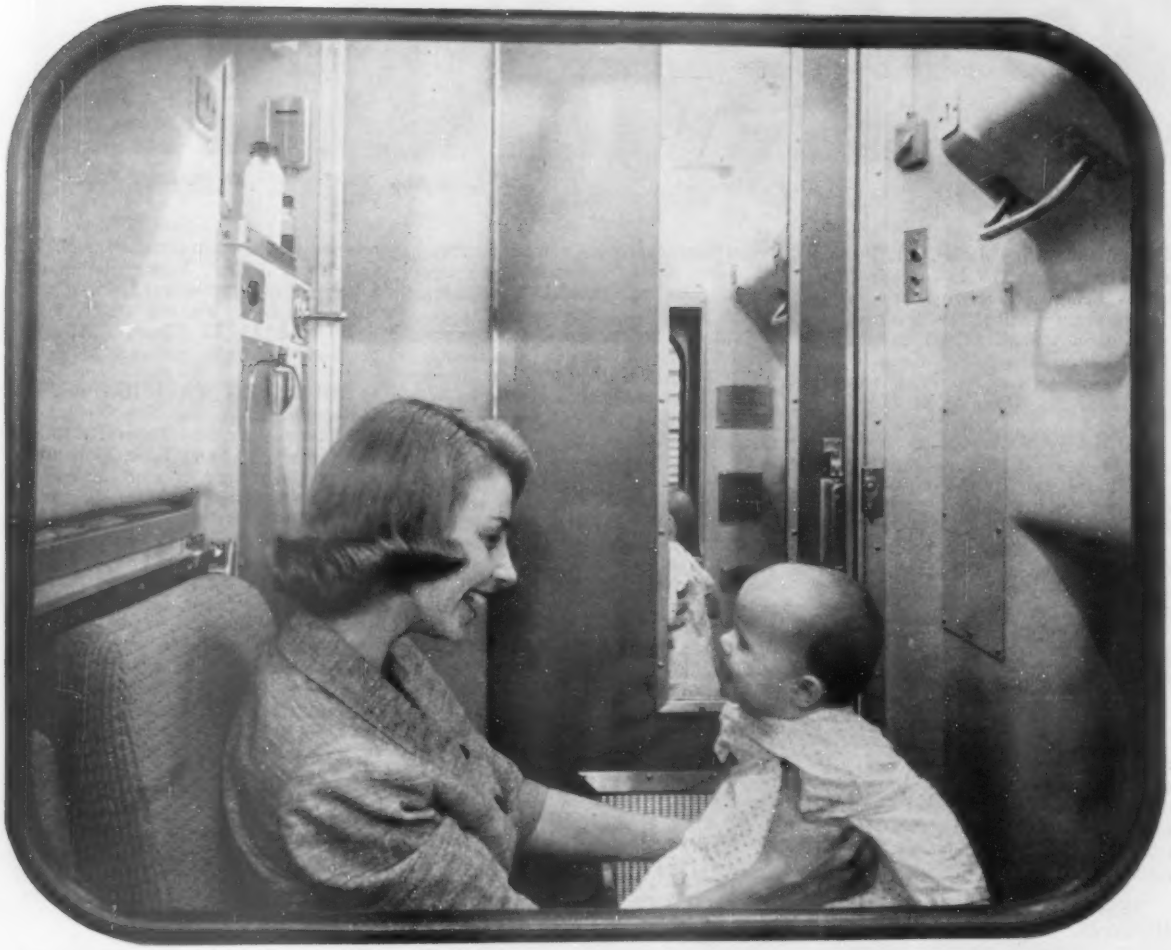
BREATHER WINDOWS



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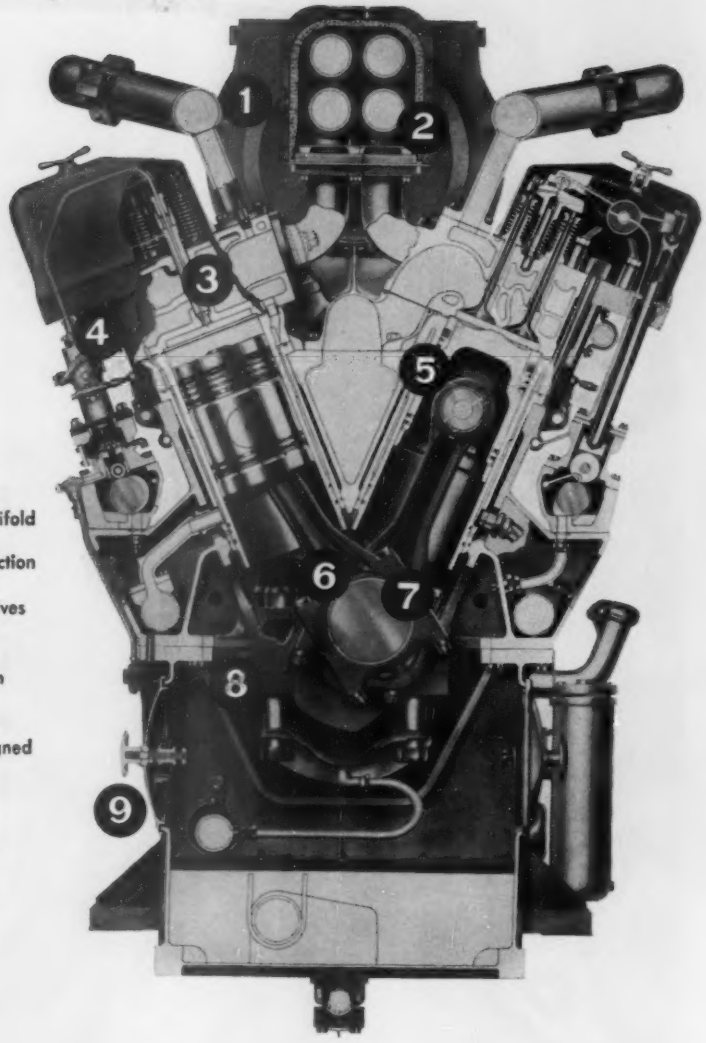
5. **Pistons rebanded** with Ni-Resist inserts in top ring groove
6. **New main and conn-rod bearings, designed** for hardened crankshaft
7. **Crankshaft** hardened and resurfaced by chrome-plating
8. **Serrated fit** between cap and block
9. **Two-piece idler gear** with inboard and outboard bearings



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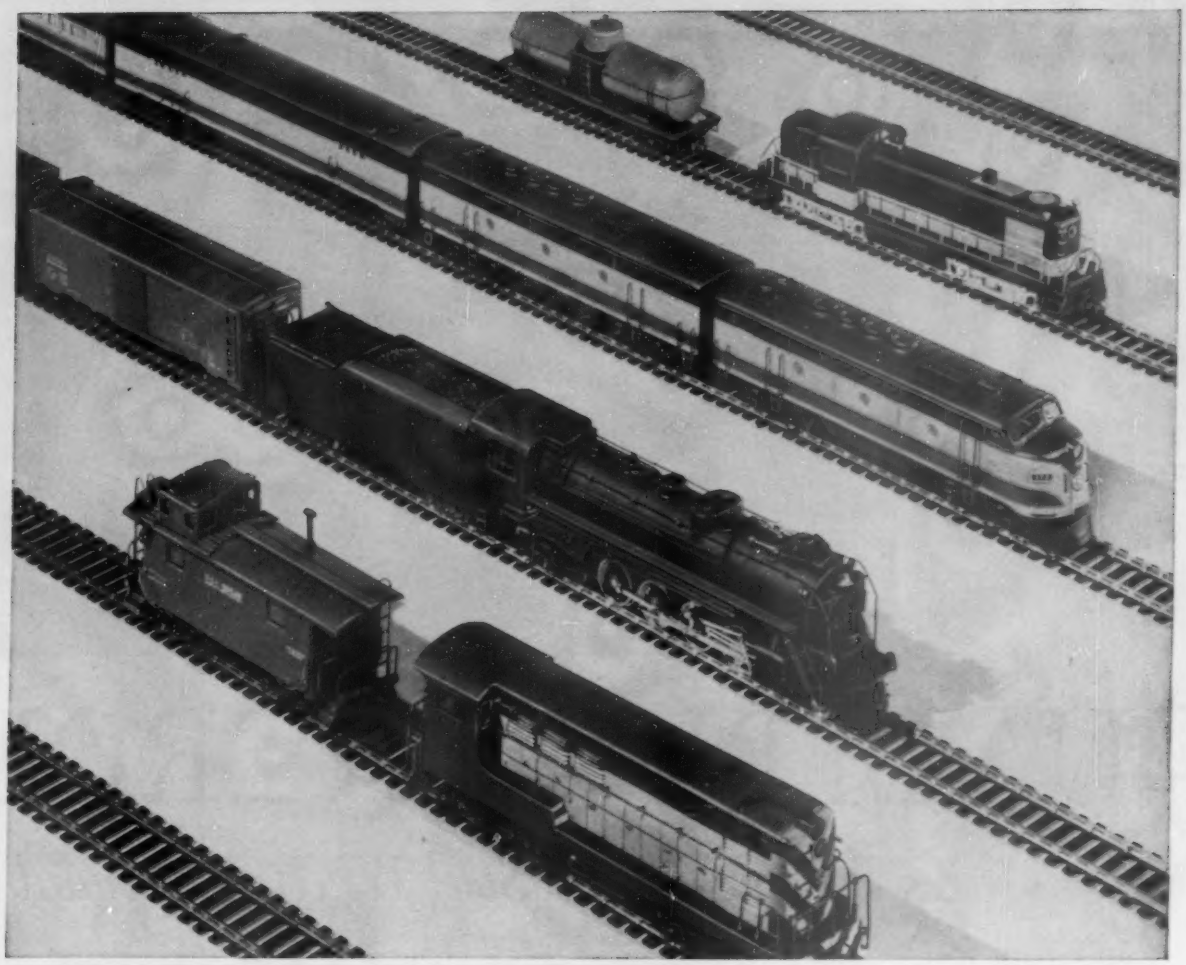

WELL CARED FOR—FROM COUPLER TO COUPLER

While boarding a train, have you ever stopped to admire the bright sheen of its painted surfaces and its sparkling clear windows? As you enter the car, spotless carpeting and clean rest rooms greet you. Here's well-cared-for equipment to lend comfort, convenience and confidence. Move up front to the diesel. Here again, cleanliness is very much in evidence. Everything from small electrical parts to filters and engine exteriors has been thoroughly cleaned. Chances are that the railroad is served by Dearborn.

But that's only part of the story.

Dearborn NO-OX-IDs keep rails, bridges, turnouts and crossings in safe operating condition. Other Dearborn products, such as cleaners, detergents, pressure cleaning systems, de-ionizing and Zeolite plants, and cooling water treatments for diesels, help to maintain "on time" operating schedules.

Dearborn is proud of its long record of service to America's railroads—a record that has made Dearborn a leader in its field for nearly 70 years.

Dearborn®

SERVING AMERICA'S RAILROADS SINCE 1887

DEARBORN RAILROAD SERVICES

NO-OX-ID® RUST PREVENTIVES—to protect metal surfaces against damage by corrosion.

DETERGENTS AND CLEANERS—to keep equipment clean—inside and out.

PRESSURE CLEANING SYSTEMS—to clean locomotives and cars—regardless of contour.

COOLING WATER TREATMENTS—for the protection of diesel engine cooling systems.

DE-IONIZING PLANTS—high purity water helps eliminate steam generator failures.

ZEOLITE PLANTS—to deliver soft water for steam generators and cooling systems.

DETAILED INFORMATION on any or all Dearborn services is available to you...just fill out and mail the coupon.

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Dept. -A, Merchandise Mart Plaza, Chicago 54, Ill.
Send information on:

- ☐ NO-OX-ID Rust Preventives
- ☐ Dearborn Cooling Water Treatments
- ☐ Dearborn Detergents and Cleaners
- ☐ Dearborn De-Ionizing Plants
- ☐ Dearborn Zeolite Plants
- ☐ Dearborn Pressure Cleaning Systems

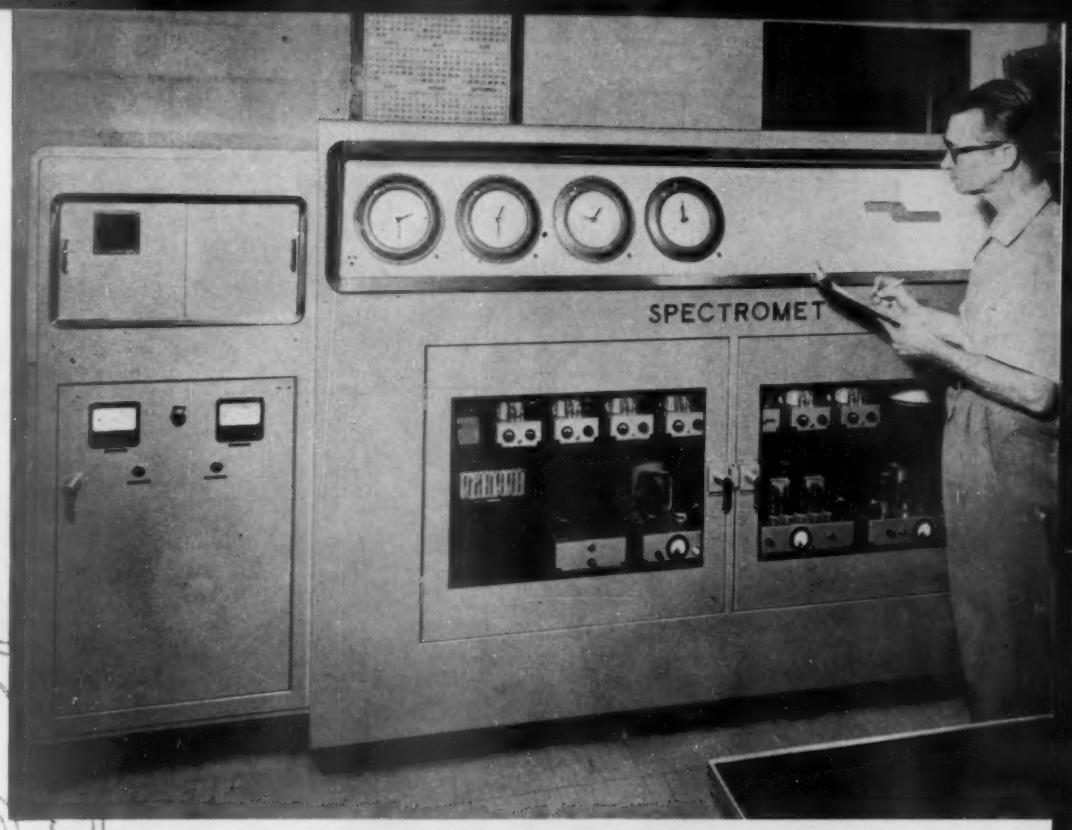
Name.....*Title*.....

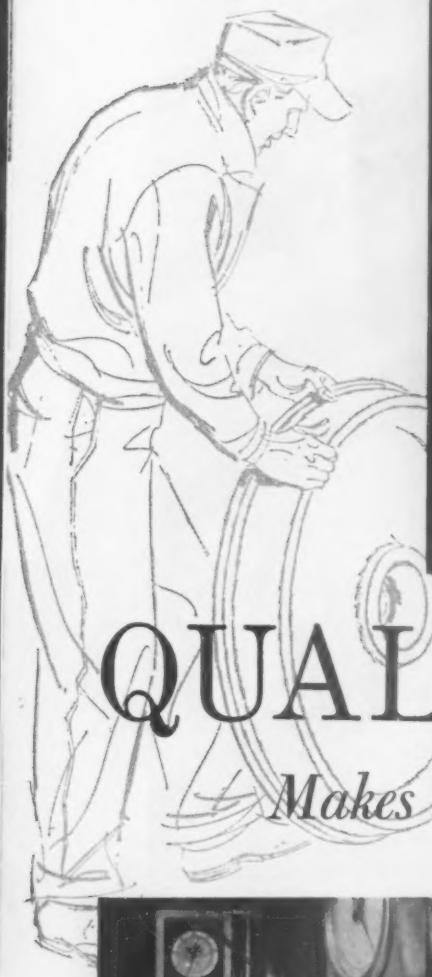
Railroad.....

Address.....

City.....*Zone*....*State*.....

The Spectromet direct reading spectrometer, installed in the melting department, gives accurate analysis of the molten steel up to the moment of pouring.





QUALITY CONTROL

Makes Southern® Cast Steel Wheels Dependable

Ingredients of molding sand are metered out in electronically controlled mullers. Below, a sand tester checks the quality and strength of sand used in making hub cores.

A-2240

Latest production equipment, modern precision instruments, and rigid inspection procedures maintain quality standards that spell top wheel value and long service life.

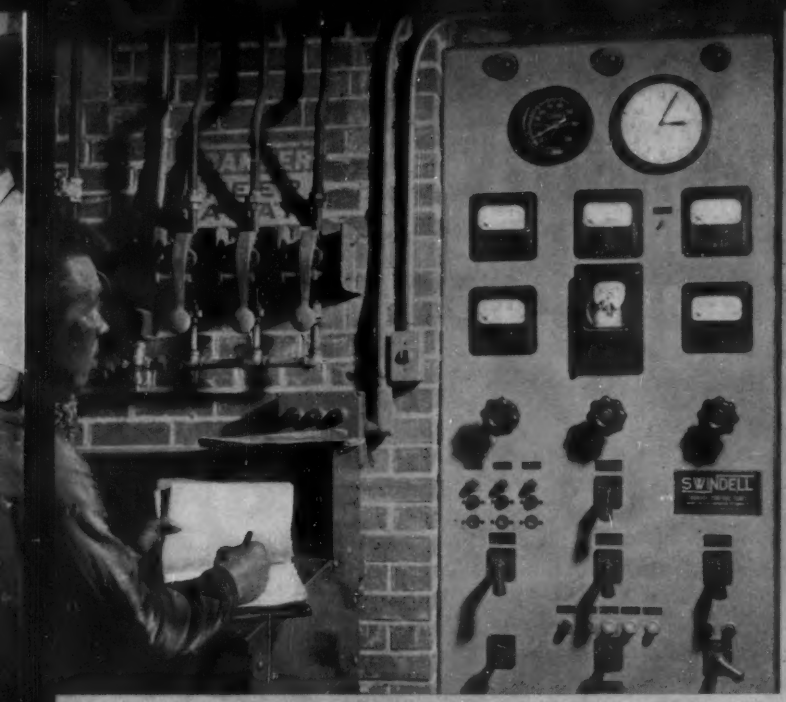
As everyone familiar with foundry practice knows, significant advances in metallurgy cannot be fully realized unless positive control is exercised over every step in the production process.

Consider, then, the numerous *quality control* steps that are employed in the manufacture of the new Southern cast steel wheel. Developed and produced for today's and tomorrow's most exacting freight service, this metallurgically unique 1.5% carbon wheel benefits from these and other top quality techniques:

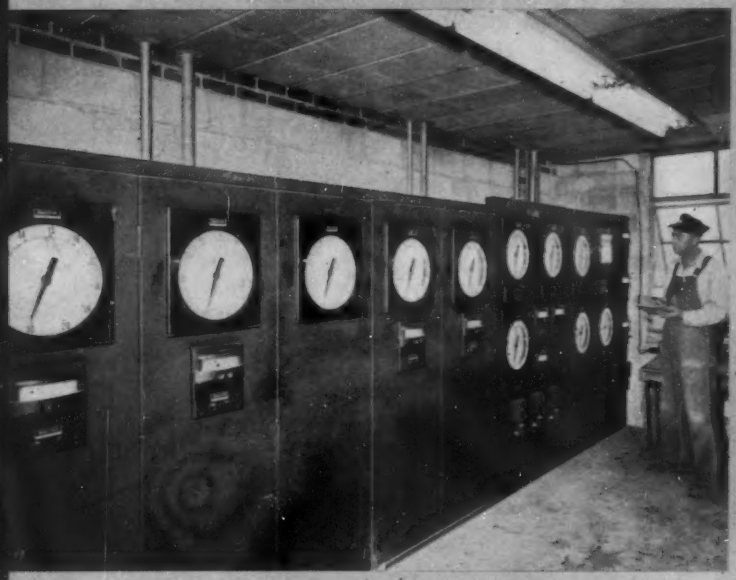
Electronically controlled sand conditioning. Dielectric core ovens. Electric furnace melting with automatic recording pyrometers. Spectrographic analyses of every heat. Double heat-treatment, again automatically controlled. Tensile, hardness, and Magna-Glo tests. Shotblast for easy visual inspection. Automatic control of all machining operations.

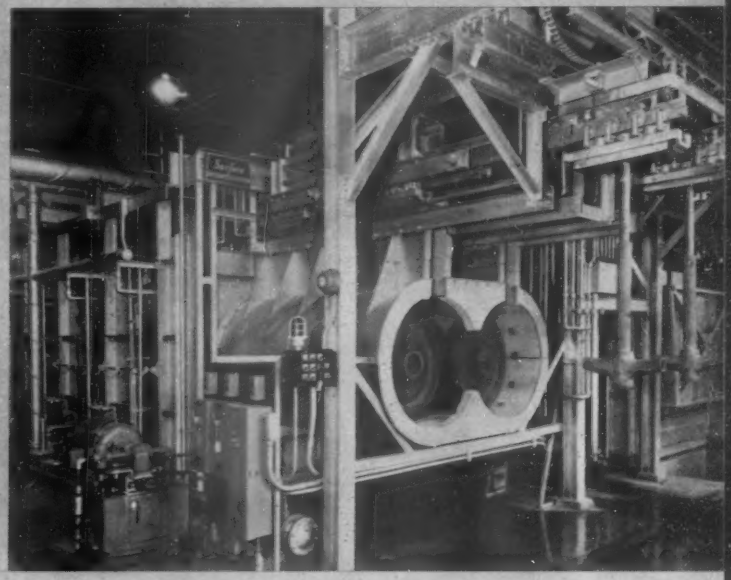
No reasonable expenditure has been spared, no corner cut, no compromise made in producing this 1.5% carbon cast steel wheel. The result? Utmost uniformity, both metallurgically and dimensionally. Utmost safety and stamina for severest service. Utmost *value* for your freight car wheel dollar!

American Brake Shoe Company, Southern Wheel Division, 230 Park Avenue, New York 17, New York.



Four electric arc furnaces of the latest type maintain uniformity of steel analysis. Each furnace has a separate power supply and a control panel incorporating some of the most precise sensitive recording instruments.





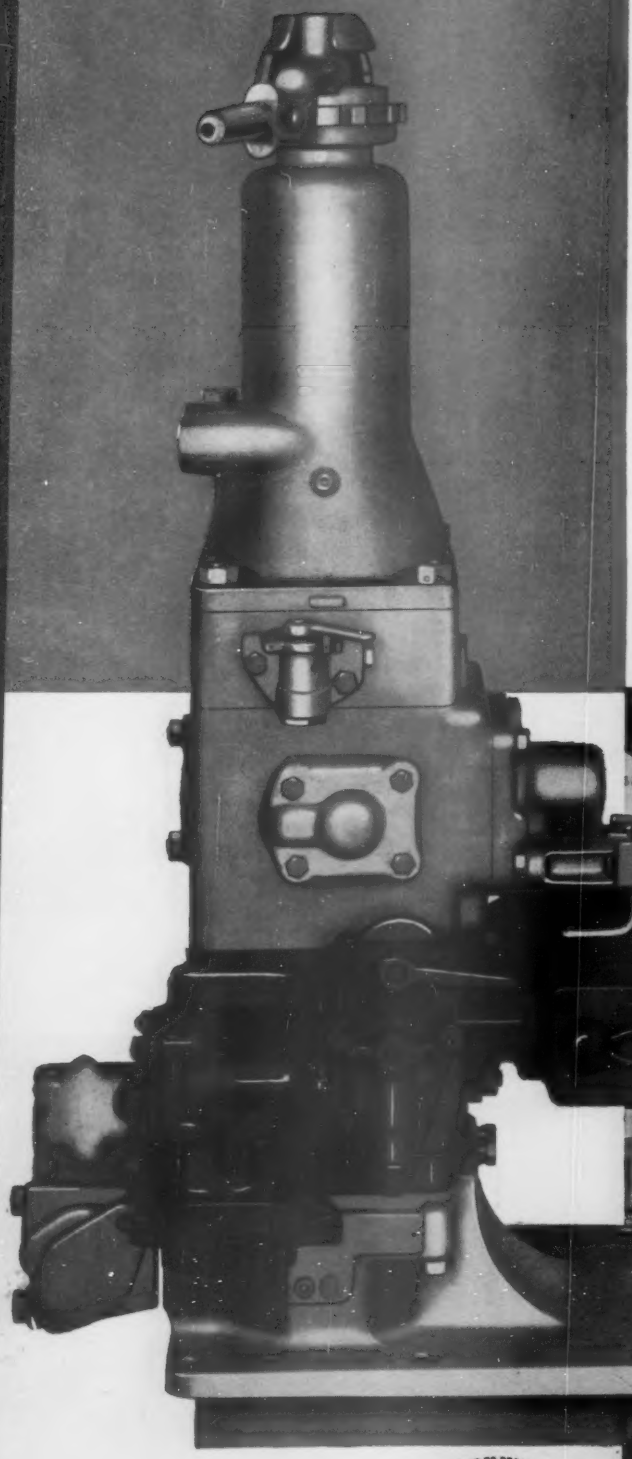
After being slowly cooled in annealing pits, wheels are subjected to electronically controlled two-stage heat treatment. Below, left, special laboratory equipment gives quick determination of carbon. At right, all finished surfaces are machined at a single chucking on special automatic vertical turret lathes. This produces an inherently true, well balanced wheel of exceptional dimensional accuracy.

24 RL—the road locomotive brake that can be kept modern

Sectional construction, as followed in the 24 RL Brake Valves, provides for the addition of new or improved functions merely by the substitution of sections. The advantage, of course, is that the brake equipment can be kept modern with minimum investment as compared to entire brake valve replacement.

The most recent improvement that can be provided in this manner is the brake pipe pressure maintaining feature, which offers pronounced improvement in train brake operation plus outstanding maintenance economies that develop from uniform distribution of braking pressure throughout the train.

This feature can be incorporated in any D-24 Type Brake Valve now in service by replacing the existing Filling Piece Portion with the Conversion Filling Piece shown in color in the illustration. Write for our Circular Notice No. 1130 which gives complete details.



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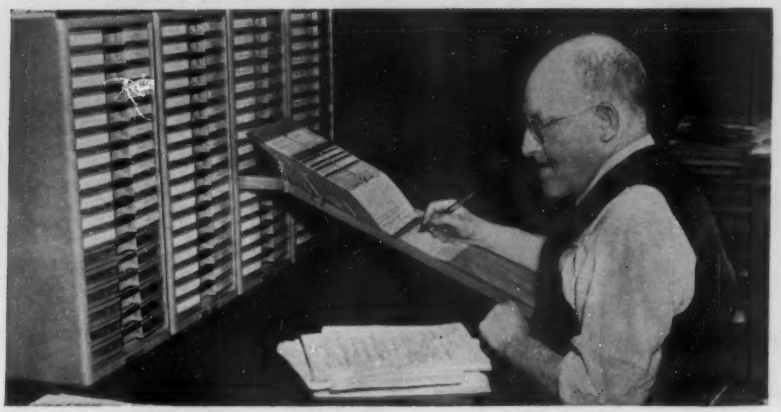

Controlled Tariff Indexing with KARDEX® Visible Records

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One of the nation's leading railroads saves time, money, mistakes and manpower with a KARDEX Tariff Record System. You can too!

The KARDEX system houses approximately 20,000 tariff references in only one-fourth of the space formerly required. What's more, these records are now easier to find, reference is faster, there is less chance for error, and the complete record is controlled sitting down.

Tariff number, I.C.C. and other commission references, supplement numbers, as well as a place for the amount of tariffs required for distribution and space for vital remarks are shown on the 8" x 5" card. Plus, a card for cancelled tariffs with space for twenty-two tariff listings is housed in the same equipment.

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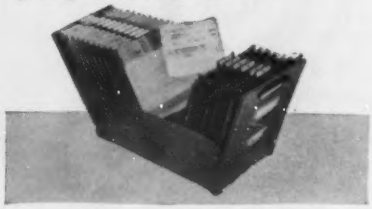
KOLECT-A-MATIC a simplified unit invoice accounting plan eliminates repetitive postings, reduces errors, and features visibility that speeds reference and analysis time.

Copies of rendered bills are placed alphabetically in a pocket of the KOLECT-A-MATIC tray representing the debit. The bill remains in place until paid, cancelled or disposed of in some other manner, at which time it is withdrawn, date stamped, and remarks entered on the bill if other than a cash settlement is made. The bills remaining in the KOLECT-A-MATIC file at the close of the month constitute the unpaid balance.

The protected-tip visible margin with a title insert and automatic signal adds to the speed with which KOLECT-A-MATIC records can be consulted. Sliding colored signals on the visible margin of each pocket provide control, flashing which accounts are delinquent and length of delinquency. Circle KD648.



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Current Publications

BOOKS

MINERAL FACTS AND PROBLEMS, by the staff of the U.S. Bureau of Mines (Bulletin 556 of the Bureau of Mines). 1,042 pages, illustrated. Published by Government Printing Office. Available from Superintendent of Documents, Washington 25, D.C. $5.75.

Here is an authoritative and complete appraisal of the present national technological and supply position with respect to 85 principal minerals, metals and fuels, along with a forecast of the outlook for each for the next 20 years or so.

Railroad men will be most interested in the sections of this study devoted to coal, petroleum, steel and iron ore, though of course many other mineral products are substantial traffic factors.

Capacity production of steel at projected rates will be adequately supported by the indicated potential iron ore supply until 1975, the study shows, but this means increasing dependence on foreign sources, which by that year are expected to account for 37% of ore requirements, as against 15% in 1955. Open-pit output of the Lake Superior region in 1975 is expected to be only 10% of its 1955 yield, but taconite and other concentrates are expected to offset that decline in large measure.

The forecasters are less definite about the probable demand for petroleum products or the size of reserves in the long-range future, but they assert that changes in both will be gradual and that it will be possible to recognize approaching scarcity in time to develop other resources.

Many factors lead the forecasters to predict a great expansion for the coal industry. Annual output 20 years hence is expected to be at least 50% above the 1955 figure. A much wider geographical diffusion of steel production is predicted, but the study concludes that the demand for steel will continue to increase in proportion as the whole economy expands.

The book is packed with information useful to anyone concerned with traffic expectations and potential fluctuations in material prices over the next two decades.

•

MINISINK VALLEY EXPRESS, by Gerald M. Best. 93 pages, illustrations. Gerald M. Best, Beverly Hills, Cal. $3.

A handsome little book devoted to the history of Port Jervis, Monticello & New York railroad and its predecessors. The first three chapters cover the Monticello & Port Jervis, the Port Jervis & Monticello, and the Port Jervis, Monticello & New York. The fourth chapter continues with operation by the New York, Ontario & Western. There is a chapter on personalities of the Monticello, and one on the locomotives and rolling stock.

•

THE SMALLER ELECTRIC RAILWAYS OF ILLINOIS. 134 pages. Bulletin 99, Central Electric Railfans Association, Box 503, Chicago 90. $6.

A picture history of the smaller electric railways of Illinois, excluding the Illinois Traction System and the Chicago area. The bulletin gives a comprehensive roundup of 66 electric roads, including historical sketches, maps, photos and timetables.

•

DIESEL RAIL TRACTION IN COMPARISON WITH STEAM TRACTION AND ELECTRIC TRACTION. Report of the Cooperative Committee for Diesel Railway Traction. 107, Kreuzbergring, Gottingen, Germany. 164 pages, charts, tables. Carl Rohrig, Darmstadt, Germany, Stephanstrasse 8. $8.

Because the German-language report of the Cooperative Committee met with wide interest, it was decided to translate it into other languages, and it is now also available in English, French, Portuguese and Spanish. It covers the state of diesel railway traction throughout the world, sources of energy for rail traffic, the state of development of locomotive units, capital requirements when changing over from steam to diesel or electric traction,

computation of railway traction cost, influences of changing over from steam to diesel traction on the construction of locomotive terminals and shops, savings in maintenance of way costs, operational aspects of diesel traction, and overall findings of the investigations. The report is dated May 1954. To make it possible to compare operational costs of various systems, all computations had to be based on one price level. This level has been taken as of July 1, 1950, because at that time there was still a certain price stability, whereas subsequent years brought quite different price increases which have distorted the whole price structure.

•

FROM THE MANUFACTURERS

DIESEL DESIGN. 12 page booklet, "Alco 251 Diesels," Alco Products Inc., Dept. RA, 30 Church st., New York 8.

Gives dimensions of and specifications for in-line 6 Vee-12 and Vee-16 engines. Shows cross-section of Vee model and describes and illustrates parts at reference points which are applicable to all models.

•

FORK LIFT TRUCK GUIDE. Towmotor Corporation, Dept. RA, 1226 East 152 st., Cleveland 10.

Has sections on basic specifications and construction features of Towmotor lift trucks and accessories; operating instructions; safety tips and proper handling techniques; and preventive maintenance procedures with 32-point maintenance check list.

•

SAFETY SOLVENT. 4 pages. Turco Products, Inc., Dept. RA, 6135 South Central ave., Los Angeles 1.

Describes Turco-Solv, a detergent-action solvent for in-place cleaning of electrical equipment and for hand wiping small parts, precleaning prior to flaw detecting operations and other cleaning jobs. Charts cover toxicity, flash point and evaporation rate of solvent.

•

PAMPHLET

MODERN TRANSPORT POLICY. U. S. Department of Commerce, Washington 25, D. C. $1.25.

The Commerce Department has brought together in this 118-page pamphlet all of its documents relating to the Report of the Presidential Advisory Committee on Transport Policy and Organization; beginning with President Eisenhower's letter of July 12, 1954, establishing the Advisory Committee and continuing through the several statements presented by department spokesmen at Congressional hearings.

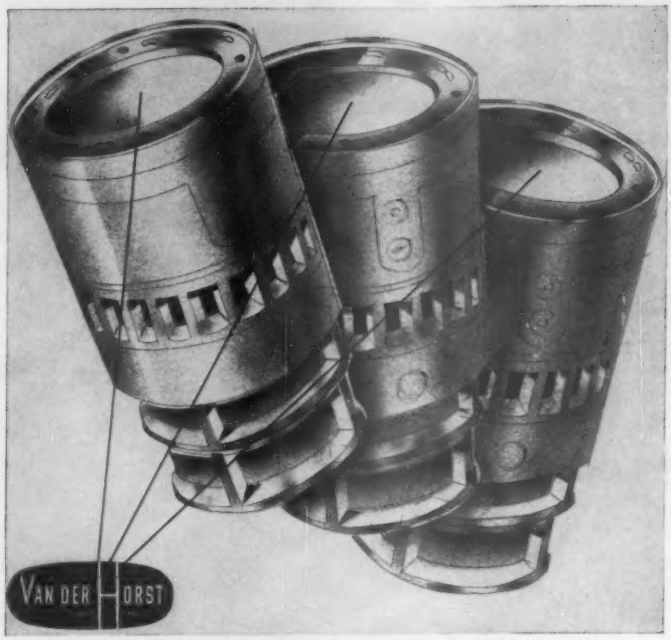
FILMS

MEN AND MAIL IN TRANSIT. 29-min., sound. Post Office Department, Washington 25, D.C.

This film has been issued as a further step in the instruction of new postal employes. Sufficient prints of the film, a joint project of the Transportation and Personnel Bureaus of the department, will be available at the 15 regional offices for orientation training in the Postal Transportation Service. "Stars" of the film are a long-time employee and a newly employed one who is under the veteran's watchful care and guidance as he goes out on his first "run" in a Railway Post Office. Many important pointers, such as strict adherence to all safety regulations, promptness, and the need for "homework" as an aid to increased efficiency on the job are brought out in the film. Underlying theme throughout, however, is the need for continuing awareness of the responsibility of efficiently processing mail.

This film will be a basic tool in the department's training program and should prove to be a valuable asset in that regard. It will also be available for showing at schools and other institutions on application to the Regional Transportation Training Officer.

5 *big advantages of*



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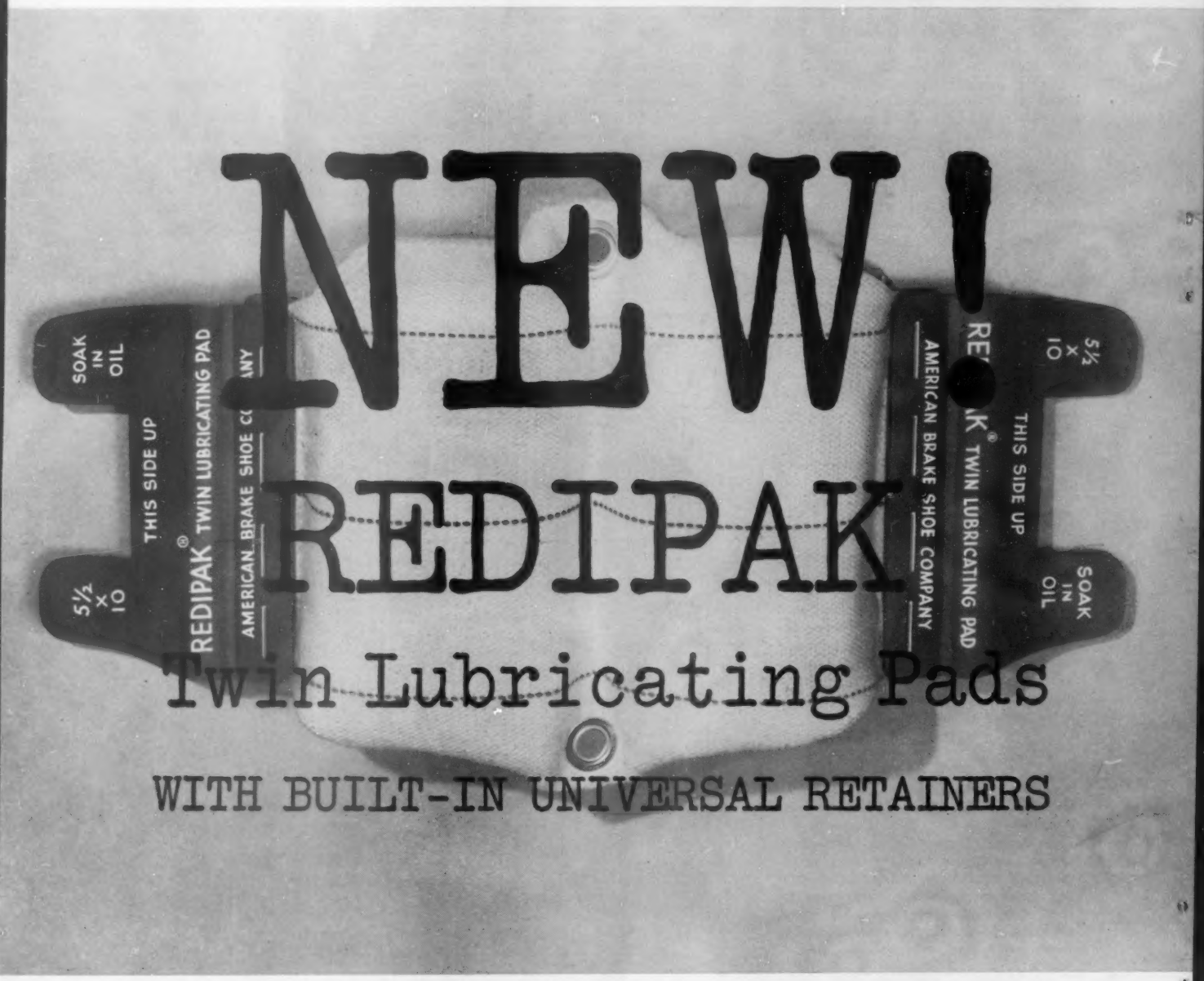

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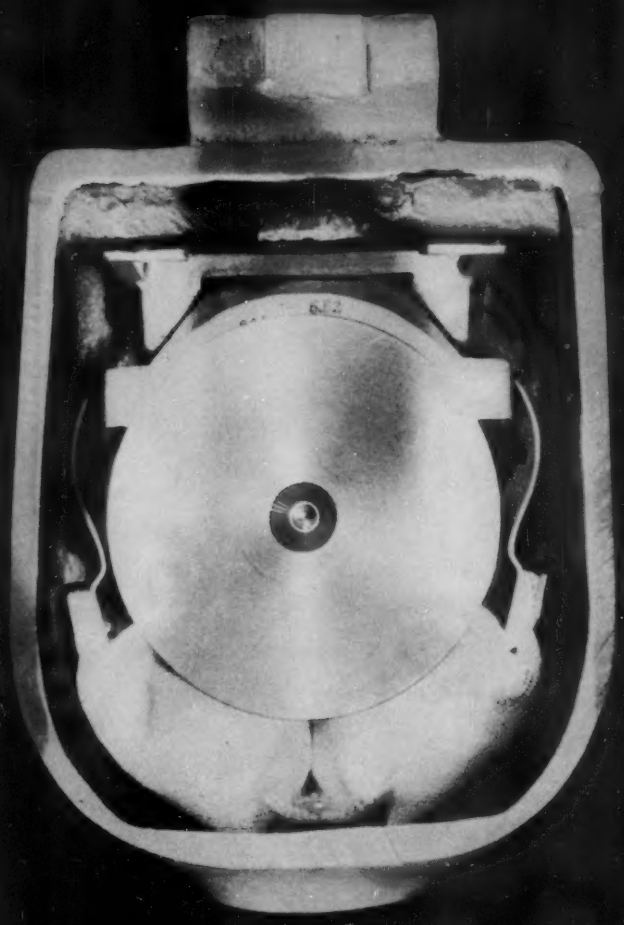
Positive Shift Prevention! Built-in fiber retainers prevent both endwise shift and shift from journal rotation. Pad resilience holds retainers against side of box, away from journal. One universal style for use in boxes with or without retaining ribs.

Far Better Wicking Action! New heavier cotton weave provides superior wicking action and minimizes any tendency of oil-soaked material to adhere to the journal. Cover is woven as a single tube, eliminating all possible seams from the wicking path. The twin design also provides for equalization of the oil level in the journal box through a channel at the center.

Improved Resilience! Twin inserts are made of specially molded foam neoprene, compounded to our specifications. This provides excellent set resistance and oil absorption properties, and is designed for improved resilience.

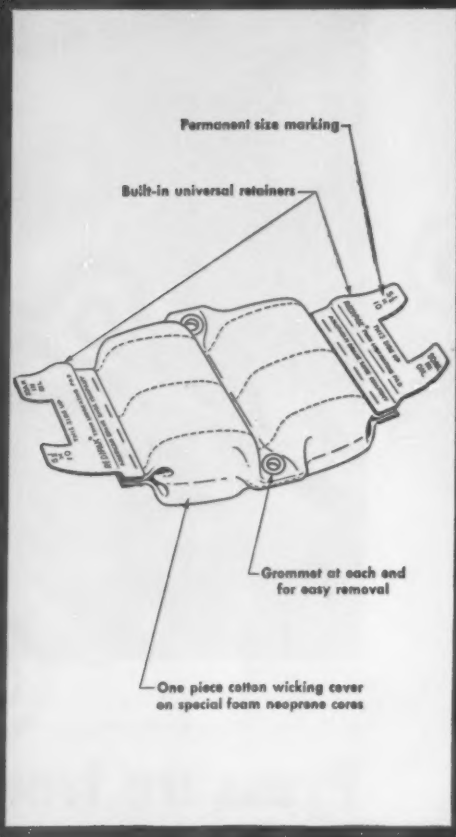
Superior Oil Distribution! New twin design assures improved oil distribution along the entire length of the journal.

OF THE HOT BOX PROBLEM!



For boxes with or without retaining ribs, fiber plates integral with the new Redipak twin pads engage the stop columns, preventing both endwise and rotational shifting.

COMPARE THESE FEATURES OF REDIPAK TWIN PADS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Grommet at each end for easy removal
One piece cotton wicking cover on special foam neoprene cores

Here it is . . . the new, improved Redipak twin lubricating pad! This latest triumph of National Bearing research retains the simplicity, economy, and durability of the original model—yet achieves new standards of dependable, all-year-round lubrication!

This new Redipak twin lubricating pad is even easier to install, too. Sturdy fiber retainers keep it securely in position . . . whether or not the box is equipped with retaining ribs.

Try out this new Redipak twin lubricating pad and see for yourself how it improves lubrication!

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NATIONAL BEARING DIVISION

St. Louis 10, Missouri

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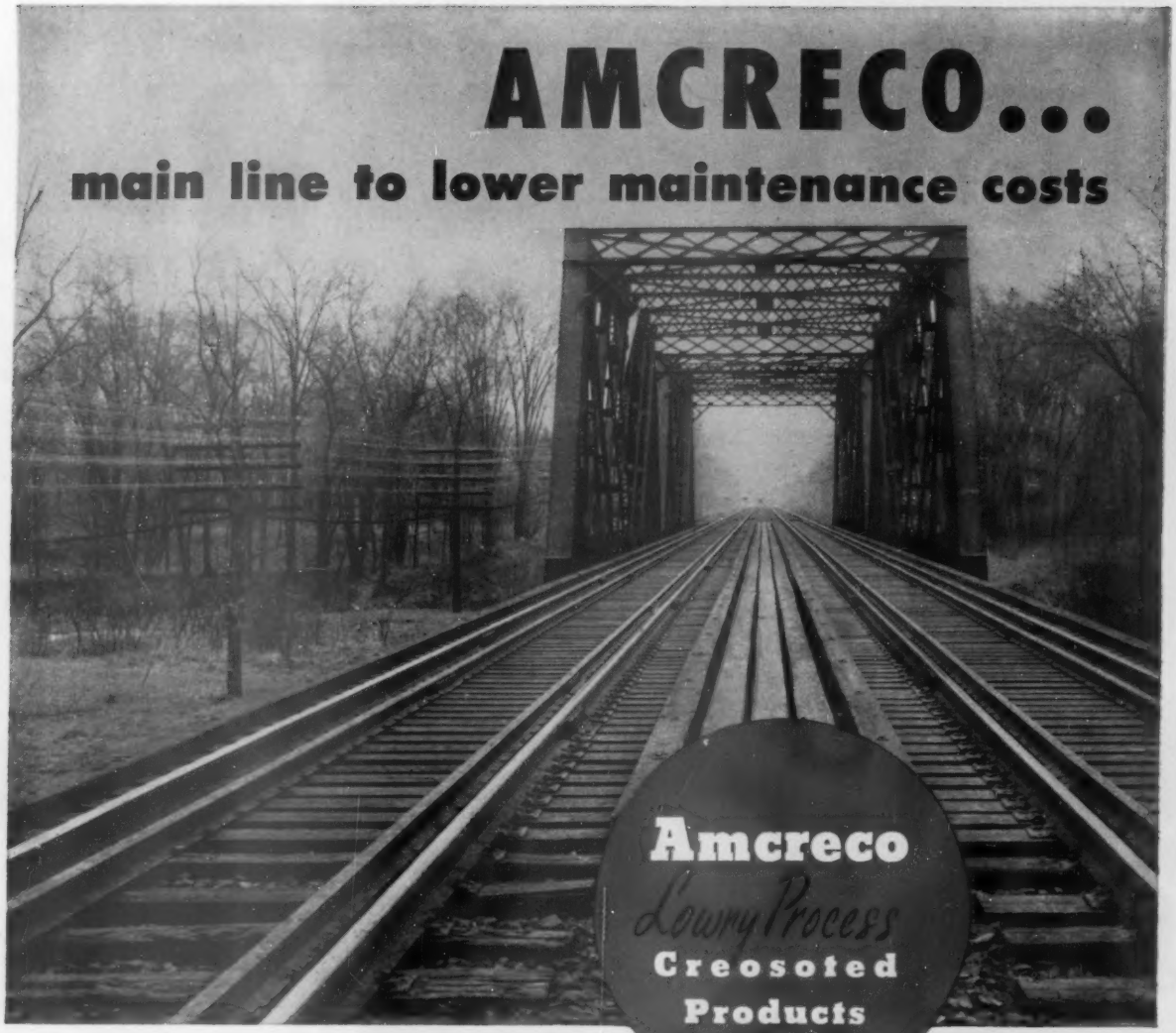
AMCRECO...

main line to lower maintenance costs



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Just as railroad service has improved through the years—so has the quality of AMCRECO cross ties, bridge ties, piles and timbers. Through continuing research in the last quarter of a century, the service life of Amcreco creosoted products has been greatly extended. Improvements in our basic Lowry process of Creosoting under Pressure have given a green light to construction and maintenance economy. Write for a full explanation.

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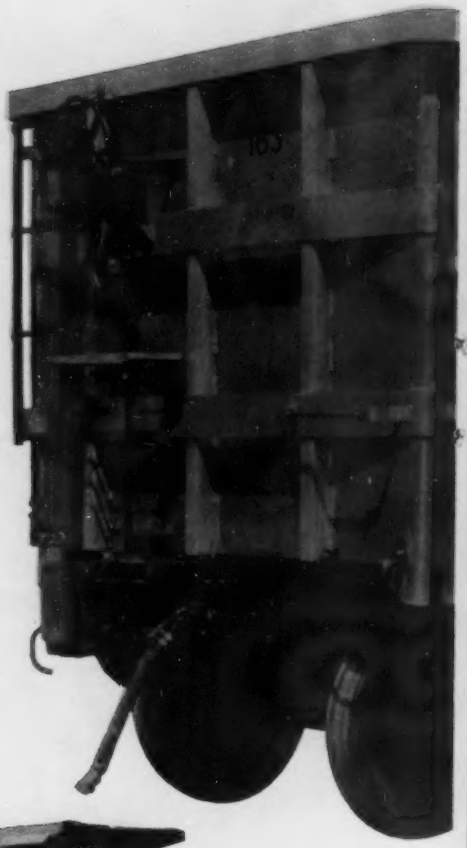

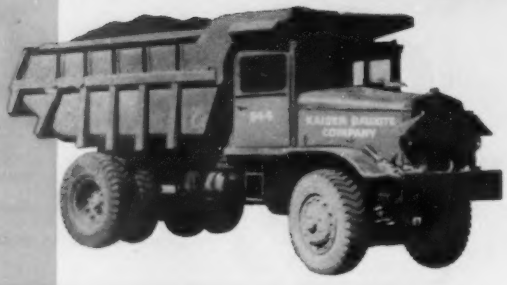

Dimensions and Capacities

Length, coupled, ft.-in.	40-9
Length, inside, ft.-in.	36-5
Width, inside, ft.-in.	9-6½
Height, inside, ft.-in.	6-6
Capacity, level, cu. ft.	2,233
Capacity, heaped, cu. ft.	2,630
Capacity, lb.	173,300
Weight, empty, lb.	36,700

These strong, lightweight gondola cars made of Kaiser Aluminum's new high strength welding alloy 5086 were built by Magor Car Corporation, Clifton, New Jersey.

ONE MORE TRUCKLOAD PER CAR ...14 TONS MORE PAYLOAD

with new all-welded gondola car bodies made of Kaiser Aluminum

A fleet of thirty-five gleaming new railroad gondola cars—the first ever built in the United States with all-welded aluminum bodies—is reducing costs at the Kaiser Bauxite Company's mining operation in Jamaica.

Similar steel cars carry five 14-ton truckloads of bauxite. The new aluminum gondolas, because of their light weight and unique construction, carry *six* 14 ton truckloads—*an increase in loading of 14 tons or 20%.*

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These strong, lightweight gondolas are another example of how aluminum can serve the railroad industry.

We'll be glad to work with you as "idea partners", sharing with you our aluminum fabricating knowledge, engineering skill, cost analysis, design assistance.

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American Brake Shoe Company, Southern Wheel Division 40, 41
American Creosoting Co., Inc. 48
Armco Steel Corporation ..... Inside Front Cover
Automatic Electric Sales Co. 17

Budd Company, The 18, 19

Caterpillar Tractor Company ..... Inside Back Cover
Chicago, Burlington & Quincy Railroad 22
Classified Advertisements 52
Commercial Metals Company, Railway Car Division 52

Davis, S. M. 52
Dearborn Chemical Company 39

Edgewater Steel Company 49
Electro Motive Division, General Motors Corporation ..... Front Cover
Erman-Howell Division 52

General American Transportation Corporation 20
General Railway Signal Company ..... Back Cover
Griffin Wheel Company 14, 15

Hotel New Yorker 44
Hunt Company, Robert W. 52
Hyatt Bearings Division, General Motors Corporation 5

Iron & Steel Products, Inc. 52

Kaiser Aluminum & Chemical Company 50, 51

Manganese Steel Forge Co. 6
Miner, Inc., W. H. 1

National Bearings Division, American Brake Shoe Company 46, 47

Railway Educational Bureau, The 52
Remington Rand Division, Sperry-Rand Corporation 43

Southern Wheel Division, American Brake Shoe Company 40, 41

Union Switch & Signal Division of Westinghouse Air Brake Company 2

Van Der Horst Corporation, The 45

Walmsley & Associates, Charles A. 52
Waugh Equipment Company 37
Westinghouse Air Brake Company 42

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CAT*-powered diesel electric cranes pay off on THE MILWAUKEE ROAD

Self-propelled electric crane replaces piers on a bridge near Charles City, Iowa. It redrove four piers, moving them 8'6". With hook, it moved pilings and pulled spans on girder dollies to the new location.

THE Milwaukee Road has three self-propelled diesel electric cranes powered by modern heavy-duty Caterpillar Railroad Diesels. Here's their record:

1. **One of the self-propelled units traveled to a typical job, worked 10 hours and returned, using only 30 gallons of locomotive fuel.**
2. **Because the self-propelled cranes travel at 18 MPH, the road is getting more work per day.**
3. **The cranes are not hindered by low temperatures or scarcity of water.**
4. **They drive piles—or when equipped with clamshells, excavate—or when equipped with hooks, handle materials and equipment.**

The heart of these Industrial Brownhoist Cranes are rugged Cat D326 Diesels. They drive GE traction generators supplying current to two double-reduction, axle-mounted motors. Each D326 also drives a compressor and exciter generator.

Shifting of leads for driving battered piles is done with a 110 PSI air motor with cab control. The unit is equipped with an eddy current clutch which prevents cable breaks when dropping the 5000-pound hammer.

When you order new equipment or repower old equipment, specify efficient, high-production Caterpillar four-cycle Railroad Diesels. They'll help you eliminate parts inventory because your nearby Caterpillar Dealer stocks the parts for you. See him soon. In his complete range of diesel engines and electric sets, up to 520 HP and 315 KW, is the exact diesel power for your job.

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

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HEAVY-DUTY
RAILROAD POWER

GRS TRAFFIC MASTER SYSTEM

"PUSH-BUTTON RAILROADING"

... for the MAIN LINE ...for INTERLOCKINGS

The GRS TRAFFIC MASTER SYSTEM, a new concept in signal control machines, enables one operator to handle more trains and more locations than ever before. He sets up routes and clears signals by simply pushing buttons on a desk-size console. Train movements and other information are clearly displayed on a separate large-scale diagram. "Mile-long" control machines are no longer needed.

TRAFFIC MASTER compactness is ideally suited to the great capacity and electronic speed of the GRS Syncroscan system for cTc and remote control. Working as a team, Traffic Master and Syncroscan make it practical to extend cTc on a grand scale, and to consolidate large interlockings, while retaining the efficiency of one-man control.

TRAFFIC MASTER SYSTEMS will bring maximum efficiency to three large installations now under construction. Ask your GRS sales engineer how you, too, can benefit from this significant advance in traffic control.

The Traffic Master console, smaller than an ordinary desk, includes an automatic location display screen. A closeup of each location controlled appears automatically on this screen.

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